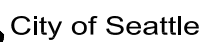
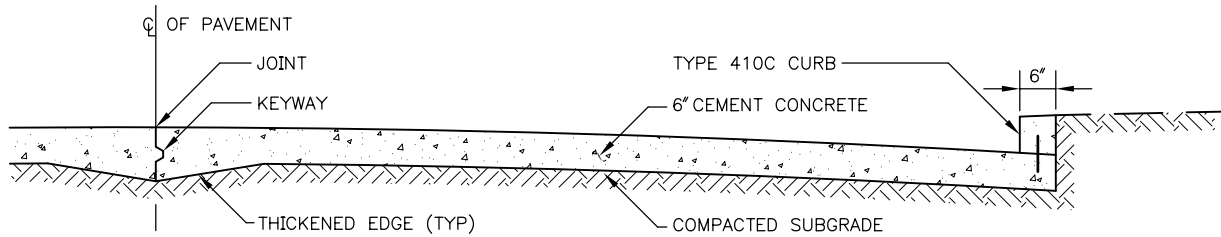


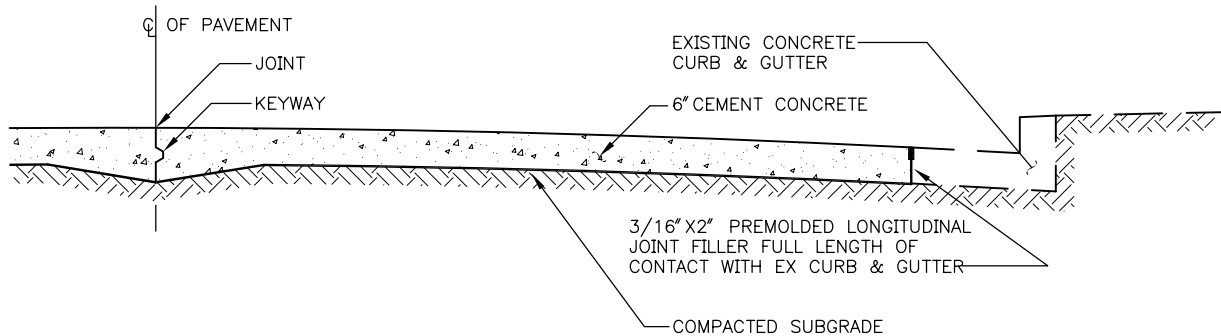
REV DATE: 2005



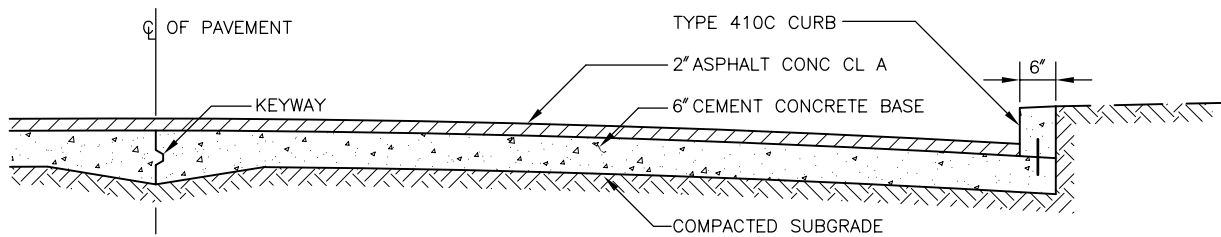
HALF SECTION, GRADING



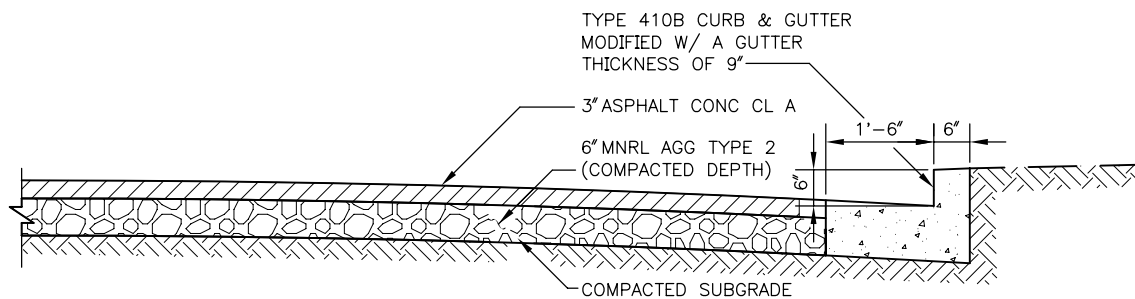
401A-CEMENT CONCRETE PAVEMENT WITH INTEGRAL CURB



401B-CEMENT CONCRETE PAVEMENT WITH EXISTING CURB & GUTTER



401C-ASPHALT CONCRETE ON CEMENT CONCRETE BASE



401D-ASPHALT CONCRETE OVER CRUSHED ROCK BASE

NOTES:

1. CONC CL 6 (1 1/2) UNLESS OTHERWISE SPECIFIED ON DRAWINGS
2. FOR JOINT DETAILS, SEE STD PLAN NO 405

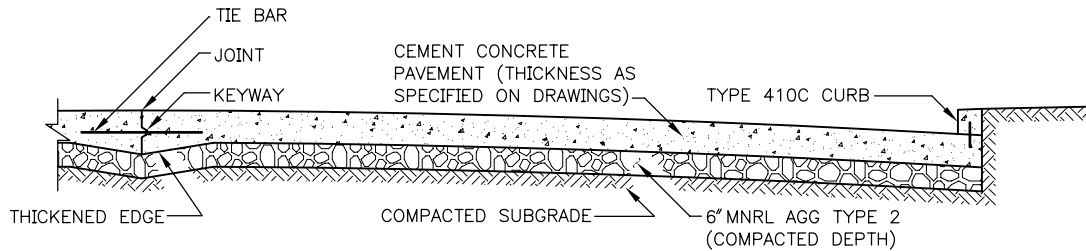
REF STD SPEC SEC 4-04, 5-04, 5-05 & 8-04



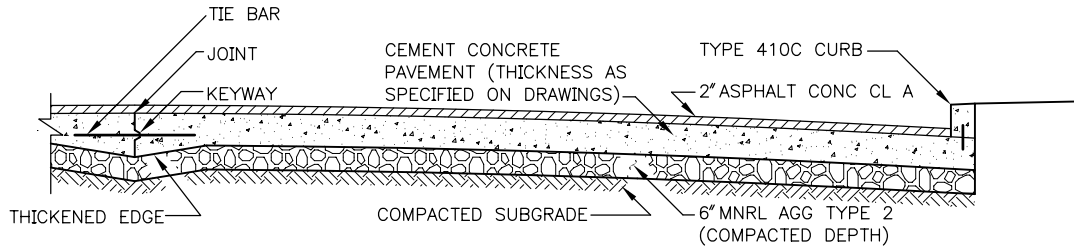
City of Seattle

NOT TO SCALE

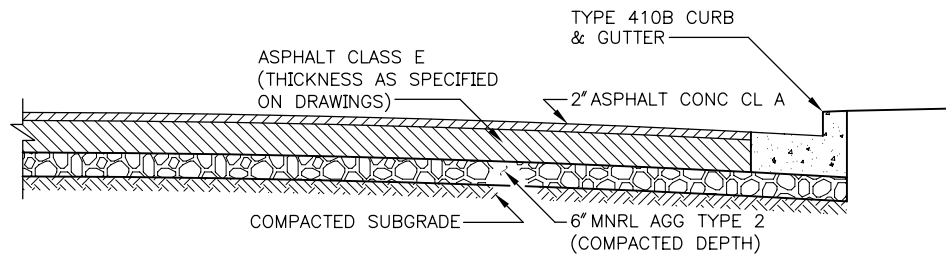
RESIDENTIAL PAVEMENT
SECTIONS



402A-CEMENT CONCRETE PAVEMENT ON CRUSHED ROCK



402B-ASPHALT CONCRETE ON CEMENT CONCRETE ON CRUSHED ROCK



402D-ASPHALT CONCRETE ON CRUSHED ROCK BASE

NOTES:

1. PAVEMENT WIDTH AND THICKNESS AS SPECIFIED ON DRAWINGS
2. CONC CL 6.5 (1 1/2) UNLESS OTHERWISE SPECIFIED ON DRAWINGS
3. TIE BARS AND DOWELL BARS ARE REQUIRED FOR CEMENT CONCRETE PAVEMENT AND BASE (SEE STD PLAN NO 405)
4. FOR THICKENED EDGE AND JOINT DETAILS, SEE STD PLAN NO 405

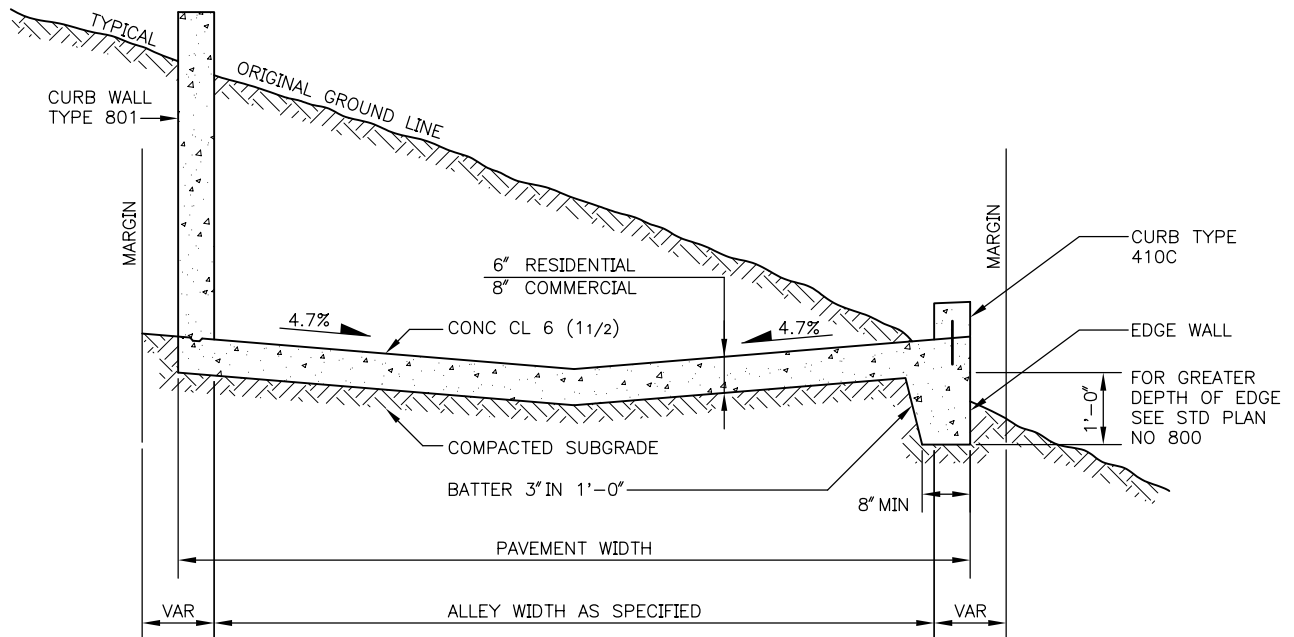
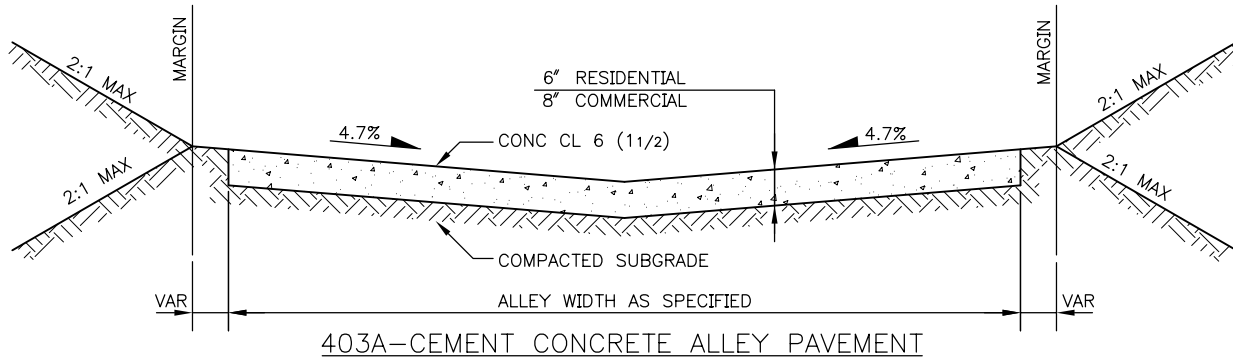
REF STD SPEC SEC 4-04, 5-04, 5-05 & 8-04



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COMMERCIAL AND
ARTERIAL PAVEMENT
SECTIONS

NOTES:

1. WHEN ALLEY PAVEMENT IS 16'-0" OR WIDER
PLACE CONSTRUCTION JOINT TYPE II PER
STD PLAN NO 405 ALONG CENTERLINE OF ALLEY
2. CONC CL 6(1 1/2)
3. SPECIFIC APPLICATION OF THIS STANDARD PLAN
SHALL CONSIDER ADA ACCESSIBLE ROUTE
FOR ENTIRE ALLEY

REF STD SPEC SEC 5-05



City of Seattle

NOT TO SCALE

CEMENT CONCRETE ALLEY
PAVEMENTS

HALF SECTIONRIGID PAVEMENT WITH
ASPHALT CONCRETE
SURFACESAW ASPHALT (REMOVE
LOOSENED AREAS)EXISTING ASPHALT
PAVEMENT

EXISTING RIGID BASE

TRIM VERTICALLY

COMPACTED SUBGRADE

MIN WIDTH FOR RESTORATION**

ASPHALT**
CONCRETE CL ACONC CLASS 6.5
(1 1/2) HES**

12"

HALF SECTION
CEMENT CONCRETE
PAVEMENT

SAW CONCRETE (1/3 D)

EXISTING CONCRETE
PAVEMENT

6" MIN

COMPACTED MINERAL
AGGREGATE TYPE 2 FOR
ARTERIAL AND
COMMERCIAL ACCESS
STREETS.

TRENCH WIDTH*

TYPICAL PATCH FOR RIGID PAVEMENTHALF SECTIONFLEXIBLE PAVEMENT
RESTORATION FOR
RESIDENTIAL STREETS

EXISTING OIL MAT

EXISTING EARTH OR
GRANULAR BASECOMPACTED MINERAL
AGGREGATE TYPE 2COMPACTED
SUBGRADE

MIN WIDTH FOR RESTORATION**

12"

ASPHALT**
CONCRETE CL A

3"

6" MIN

TRENCH WIDTH*

TYPICAL PATCH FOR FLEXIBLE PAVEMENT

SAW ASPHALT

HALF SECTION
FLEXIBLE PAVEMENT
RESTORATION FOR
ARTERIAL AND
COMMERCIAL ACCESS
STREETEXISTING ASPHALT
CONCRETE SURFACE

EXISTING FLEXIBLE BASE

ASPHALT CL E**

COMPACTED MINERAL
AGGREGATE TYPE 2

2"

6" MIN

* TRENCH WIDTH REFERS TO MAX TRENCH
WIDTH AS CALLED OUT ON STD PLAN NOS 284 & 350** ACTUAL WIDTH AND DEPTH OF RESTORATION MAY BE
INCREASED TO MEET REQUIREMENTS OF "STREET
AND SIDEWALK PAVEMENT OPENING AND RESTORATION RULES"

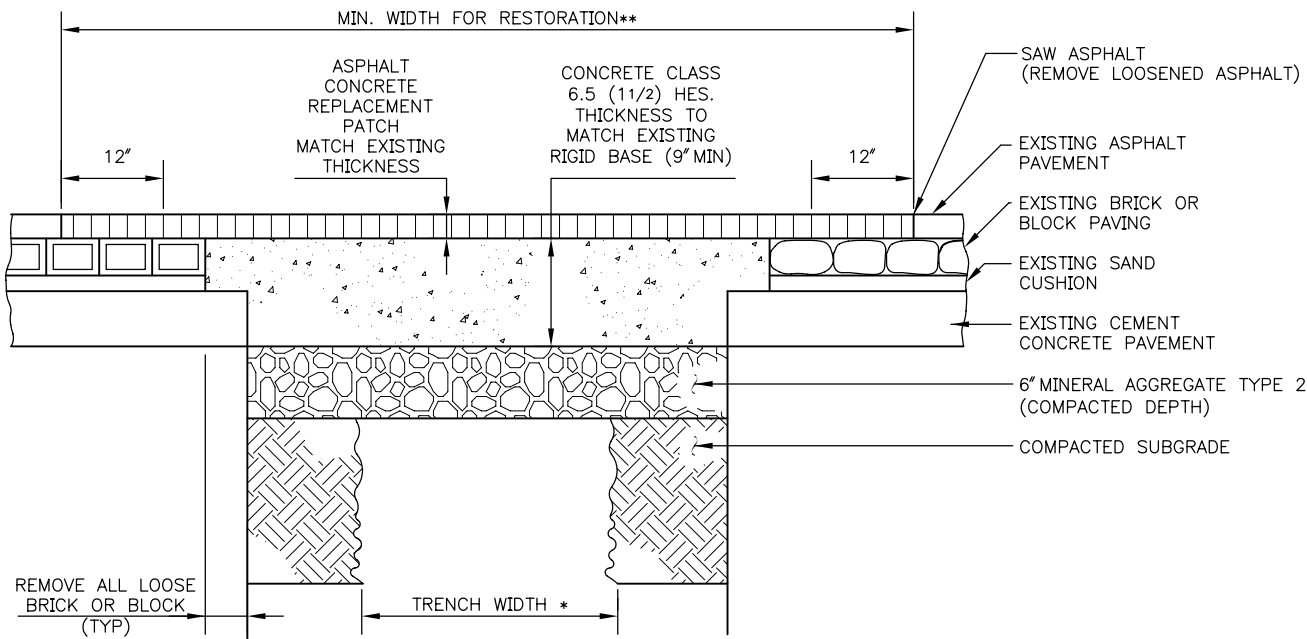
REF STD SPEC SEC 2-02, 5-04, & 5-05



City of Seattle

NOT TO SCALE

PAVEMENT PATCHING



ASPHALT OVER RIGID BASE OF BRICK OR STONE BLOCK PAVEMENT

- NOTES:
- 1. WHEN A STONE OR BRICK PAVEMENT IS OVERLAYED WITH ASPHALT, THE STREET SURFACE PAVEMENT BECOMES AN ASPHALT STREET OVER RIGID BASE
 - 2. IF A STONE OR BRICK PAVEMENT IS NOT OVERLAYED, THE METHOD OF RESTORATION IS IN KIND

* TRENCH WIDTH REFERS TO MAX TRENCH WIDTH AS CALLED OUT ON STD PLAN NOS. 284 & 350
** ACTUAL WIDTH AND DEPTH OF RESTORATION MAY BE INCREASED TO MEET REQUIREMENTS OF "STREET AND SIDEWALK PAVEMENT OPENING AND RESTORATION RULES"

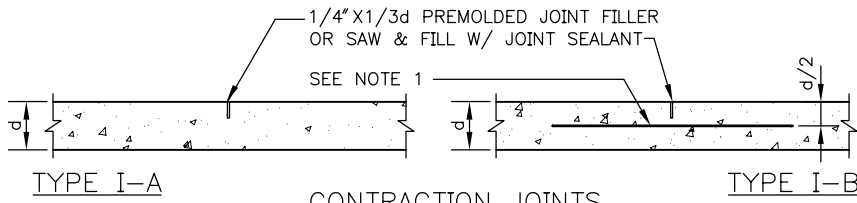
REF STD SPEC SEC 2-02, 5-04 & 5-05



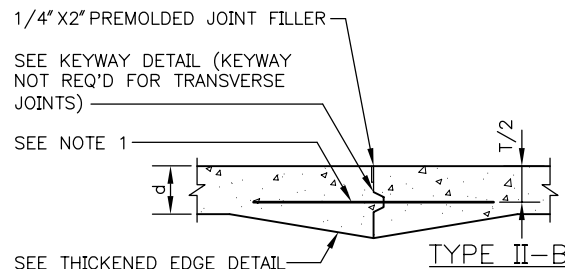
City of Seattle

NOT TO SCALE

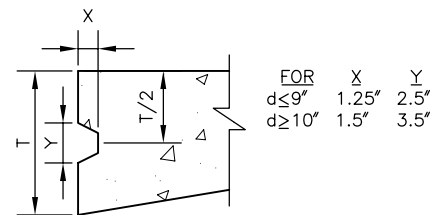
PAVEMENT PATCHING



CONTRACTION JOINTS

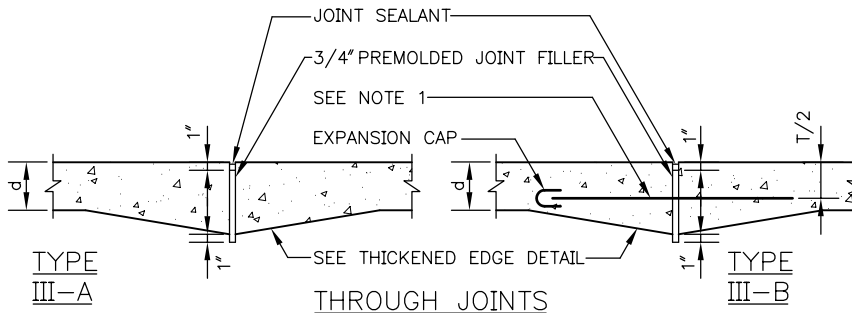


CONSTRUCTION JOINTS

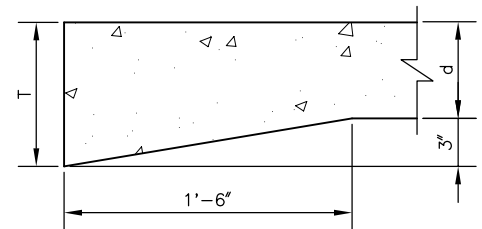


KEYWAY DETAIL

FOR JOINTS WITH THICKENED EDGE $T=d+3"$
OTHERWISE $T=d$

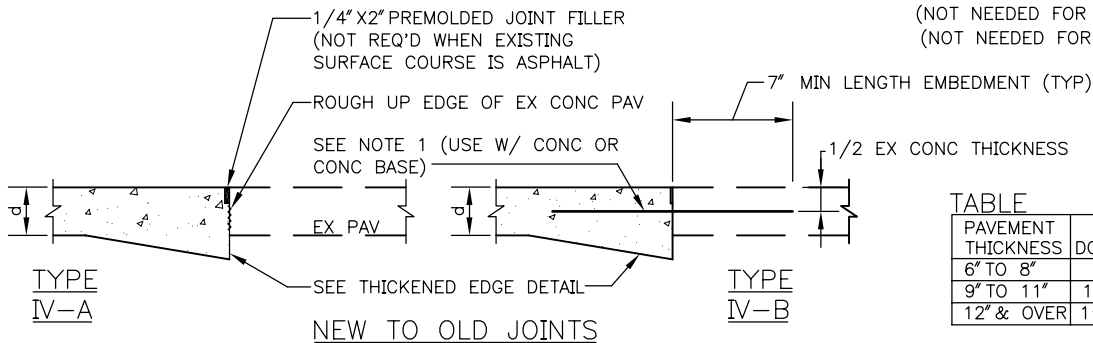


THROUGH JOINTS



THICKENED EDGE DETAIL

(NOT NEEDED FOR TYPE A JOINTS WIDTH $d \geq 10'$)
(NOT NEEDED FOR TYPE B JOINTS WIDTH $d \geq 9'$)



NEW TO OLD JOINTS

TABLE

PAVEMENT THICKNESS	DOWEL BAR SIZE
6" TO 8"	1" X 18" @ 12"
9" TO 11"	1 1/4" X 18" @ 12"
12" & OVER	1 1/2" X 18" @ 12"

NOTES:

- WHERE REQUIRED AT LONGITUDINAL JOINTS, TIE BARS SHALL BE 5/8" X 2'-6" @ 3'-0", DEFORMED GRADE 40 OR BETTER, EPOXY COATED. WHERE REQUIRED AT TRANSVERSE JOINTS, DOWEL BARS SHALL BE SIZED AS SHOWN IN THE TABLE, SMOOTH ROUND GRADE 60 OR BETTER, EPOXY COATED AND GREASED
- LONGITUDINAL JOINT SPACING SHOULD NOT EXCEED 15'-6" (TO BACK OF CURB). TRANSVERSE JOINT SPACE SHALL NOT EXCEED 15'-0". THE AREA OF THE PANEL SHALL NOT EXCEED 225 SQUARE FEET
- JOINT OFFSETS AT RADIUS POINTS SHOULD BE AT LEAST 1'-6" LONG
- JOINT INTERSECTION ANGLES OF LESS THAN 60 DEGREES SHALL BE USED
- WHEN A JOINT IS CLOSER THAN 1'-0" TO A CASTING, THEN A MINOR ADJUSTMENT IN THE JOINT LOCATION SHOULD BE MADE BY SKEWING OR SHIFTING THE JOINT ALIGNMENT TO MEET THE CASTING AT 90° OR NORMAL TO THE CASTING.
- WHERE POSSIBLE, LONGITUDINAL JOINTS SHOULD MATCH LANE MARKINGS
- LONGITUDINAL JOINTS ARE TO BE CONSTRUCTION JOINTS UNLESS PAVED BY MACHINE CAPABLE OF PLACING AND FINISHING CONCRETE FOR TWO OR MORE PANEL WIDTHS (IN WHICH CASE A CONTRACTION JOINT IS ALLOWED)
- DOWEL BARS SHALL NOT BE PLACED WITHIN 1'-0" OF THE EDGE OF PAVEMENT OR A PARALLEL JOINT

REF STD SPEC SEC 5-05 & 6-02

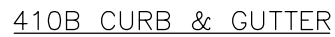


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TYPES OF JOINTS FOR
CONCRETE PAVEMENT

REV DATE: 2005



1. "H" SHALL BE 6" FROM FINISHED ROADWAY GRADE UNLESS OTHERWISE SHOWN ON DRAWINGS
2. GUTTER SHALL BE SLOPED THE SAME AS ADJACENT PAVEMENT OR 2% MIN, WHICHEVER IS GREATER.
3. SEE STD PLAN NO 411 FOR CURB DOWELS

NOT TO SCALE

TYPE 410 CURB



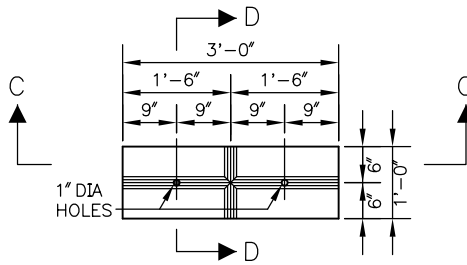
CURB JOINTS & DOWELS



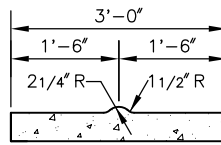
REF STD SPEC SEC 8-06



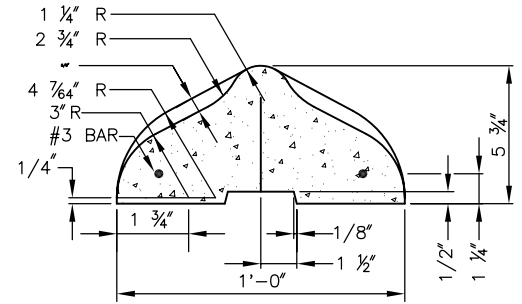
EXTRUDED CURB



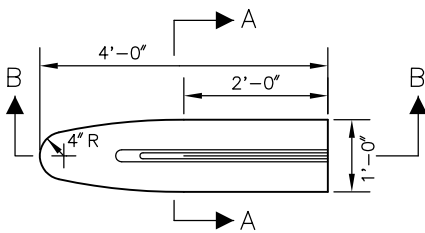
413C CURB PLAN



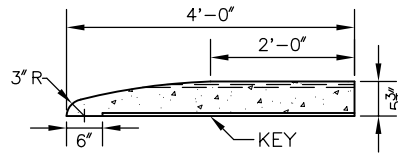
SECTION C-C



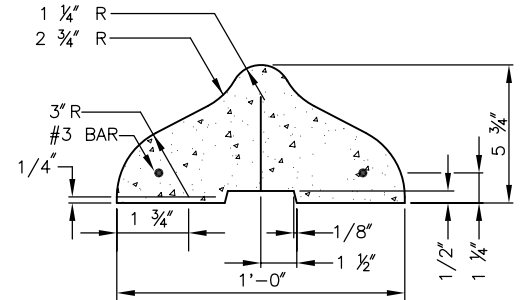
SECTION D-D



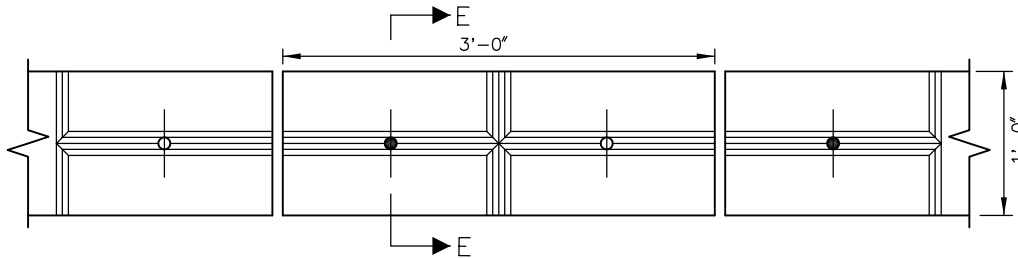
413C NOSING



SECTION B-B

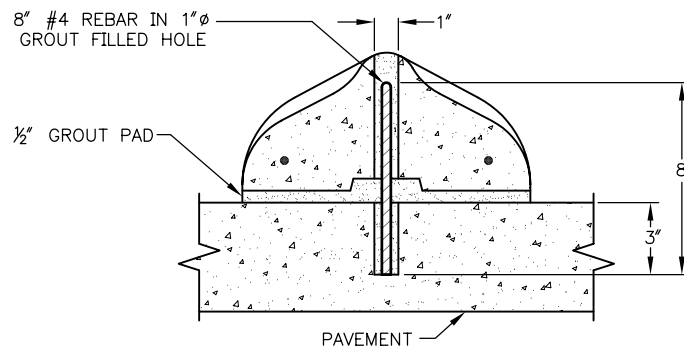


SECTION A-A



INSTALLATION DETAIL FOR
STRAIGHT 413C CURB

NOTE: INSTALL 8" #4 REBAR IN EVERY OTHER
HOLE AND FILL HOLE WITH GROUT



SECTION E-E

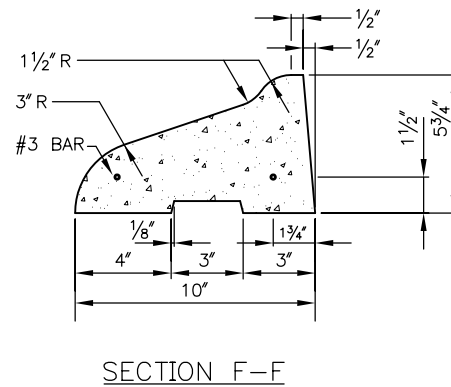
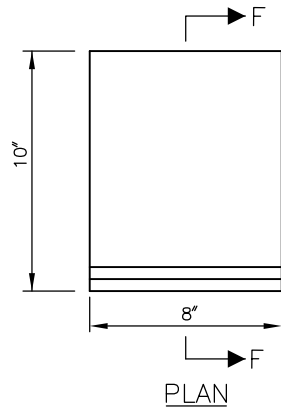
REF STD SPEC SEC 8-07



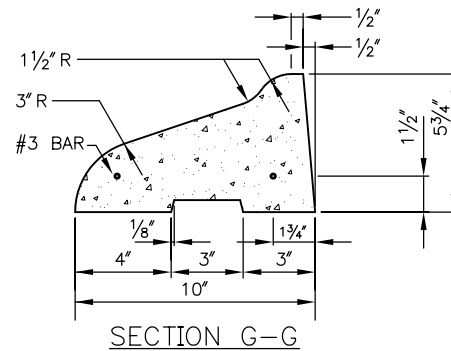
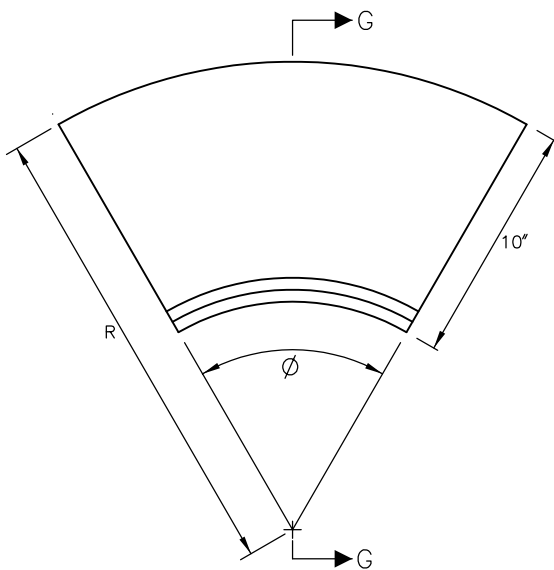
City of Seattle

NOT TO SCALE

TRAFFIC CURB PRECAST
CEMENT CONCRETE
3' AND 4' SECTIONS



8" STRAIGHT 413A CURB

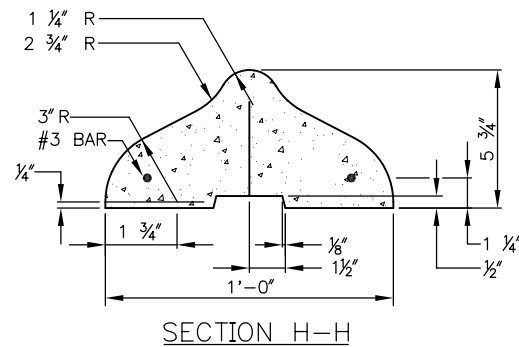
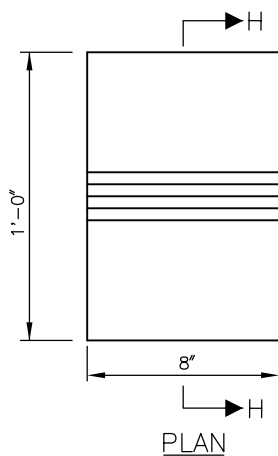


413A RADIAL CURB

413 A RADIAL CURB		
UNIT	RADIUS	CURB RETURN ANGLE(ϕ) MULTIPLE
R1	1'- 3"	45°00'
R2	1'-10"	30°00'
R3	2'- 6"	22°30'
R4	5'- 0"	11°27.54'
R5	10'- 0"	5°43.77'

FOR RADII GREATER THAN 10'-0"
USE SEGMENTS OF STRAIGHT CURVE

RADIUS CURB TABLE



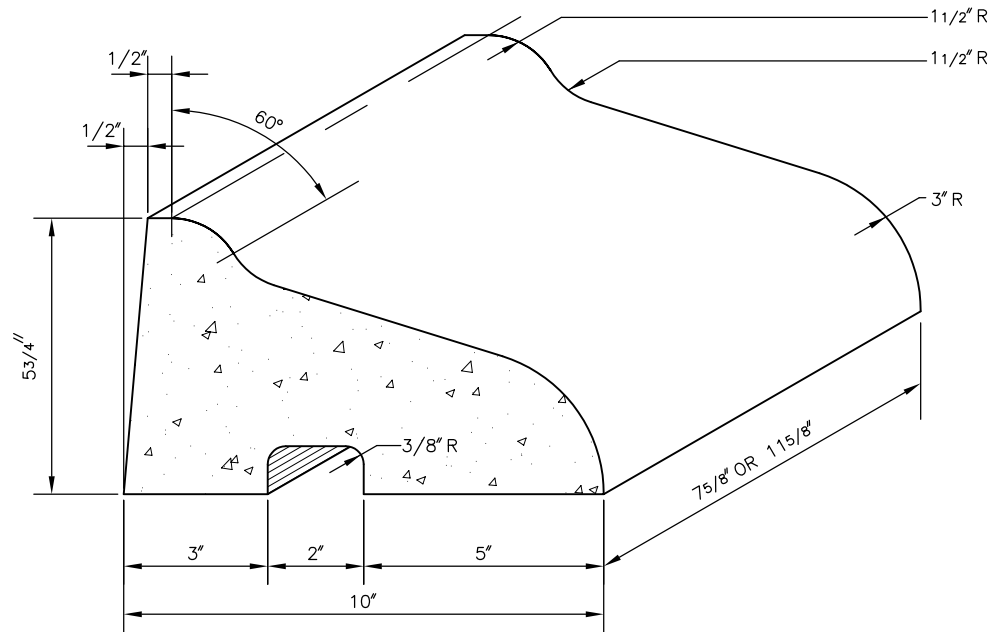
REF STD SPEC SEC 8-07



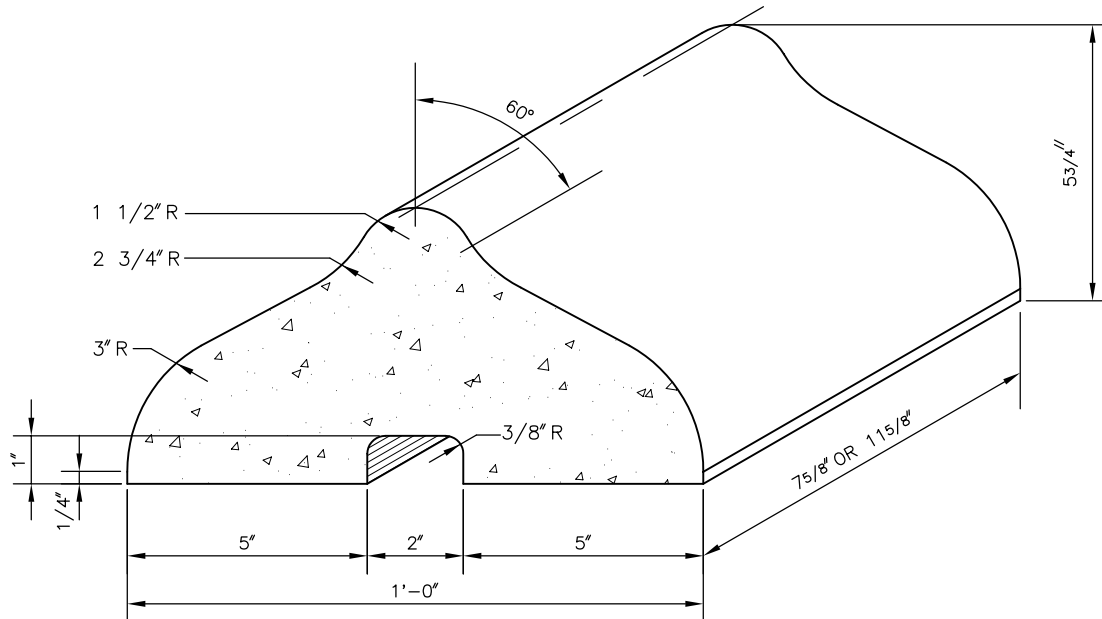
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NOT TO SCALE

TRAFFIC CURB PRECAST
CEMENT CONCRETE
8" SECTION AND RADIAL



414 A BLOCK



414 C BLOCK

REF STD SPEC SEC 8-07



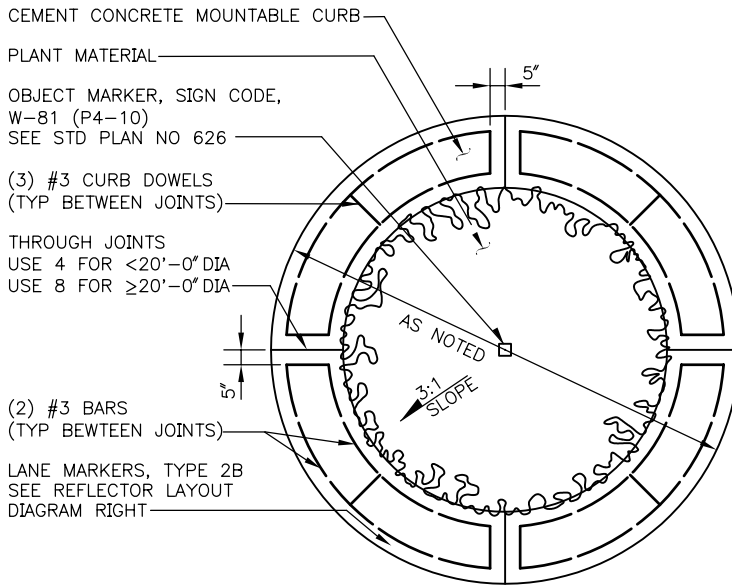
City of Seattle

NOT TO SCALE

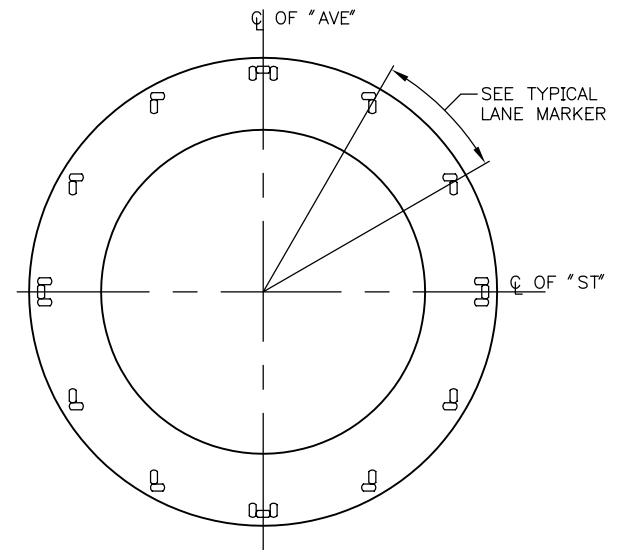
BLOCK TRAFFIC CURBS
PRECAST CEMENT CONCRETE

STANDARD PLAN NO 415

REV DATE: 2003



TYPICAL TRAFFIC CIRCLE

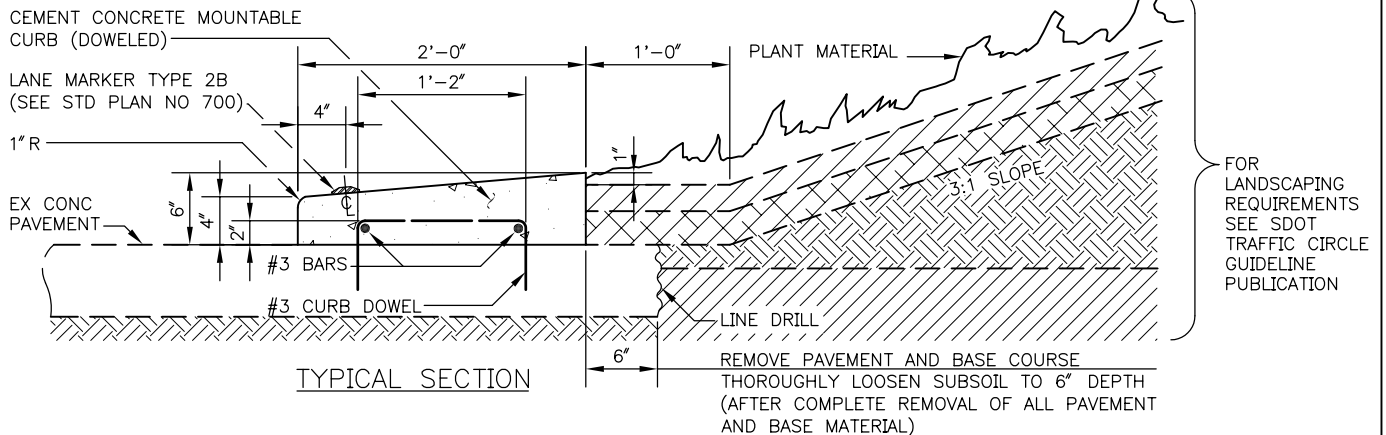


TRAFFIC CIRCLE REFLECTOR LAYOUT

SPACING CHART

DIAMETER OF CIRCLE	DEGREE OF SPACING
≤12'-0"	EVERY 45°
<20'-0"	EVERY 30°
>20'-0"	EVERY 22 1/2°

(FACING VEHICLE APPROACHES)



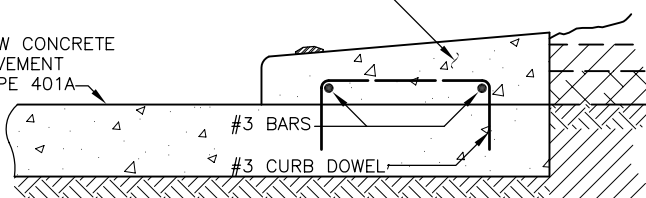
TYPICAL SECTION

NOTES:

1. DIMENSIONS ABOVE PAVEMENT EXTENSION TO MATCH SECTION DETAILED ELSEWHERE ON THIS STD PLAN
2. EXTEND CURB DEPTH TO MATCH ADJACENT ASPHALT THICKNESS OR 7" WHICHEVER IS GREATER

CEMENT CONCRETE MOUNTABLE CURB (DOWELED) AS DETAILED ABOVE

NEW CONCRETE PAVEMENT TYPE 401A



SEE TYP SECTION ABOVE FOR DIMENSIONS

EXTRA DEPTH CEMENT CONCRETE MOUNTABLE CURB

EXISTING ASPHALT PAVEMENT

TYPICAL SECTIONS

REF STD SPEC SEC 8-02, 8-04 & 8-08



City of Seattle

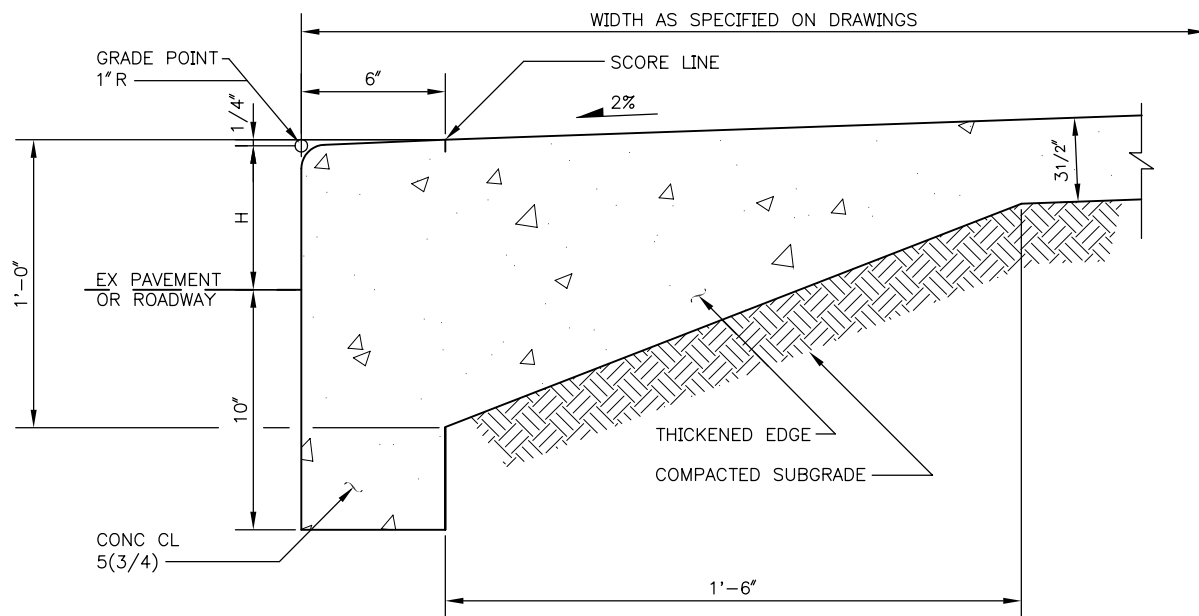
NOT TO SCALE

TRAFFIC CIRCLE DETAILS

REV DATE: 2005



CONCRETE SIDEWALK DETAILS

**NOTES:**

1. "H" SHALL BE 6" FROM FINISHED GRADE
UNLESS OTHERWISE SPECIFIED
2. VERTICAL BACKFACE OF CURB SHALL BE
FORMED AGAINST NATIVE EARTH WHERE PRACTICAL,
OTHERWISE BY BACKFORM LEFT IN PLACE

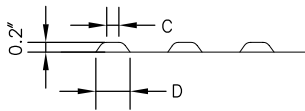
REF STD SPEC SEC 8-14



City of Seattle

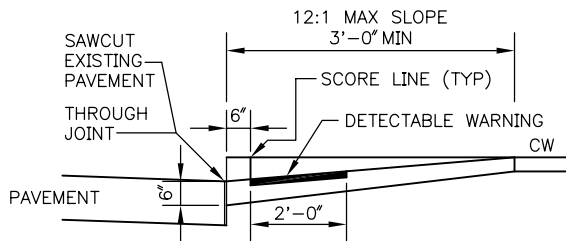
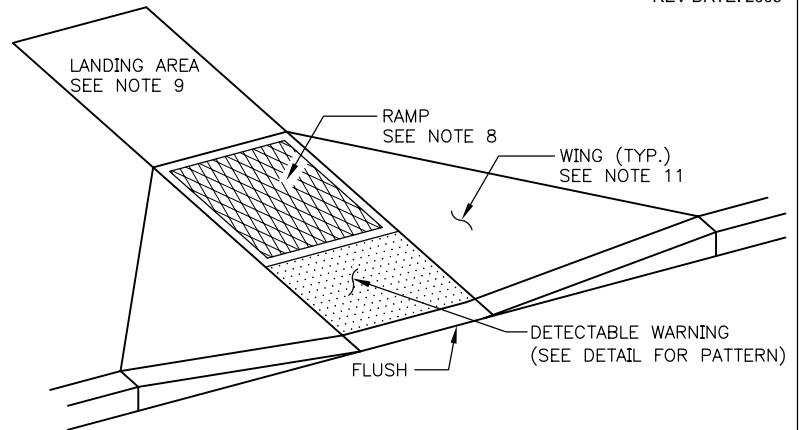
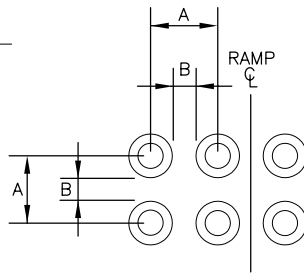
NOT TO SCALE

SIDEWALK WITH
MONOLITHIC CURB



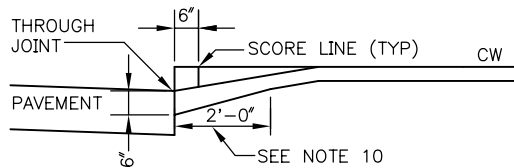
	MIN.	MAX.
A	1.6 "	2.4 "
B	0.65 "	1.5 "
C	50% TO 65% OF D	
D	0.9 "	1.4 "

TRUNCATED DOMES PATTERN -DETECTABLE WARNING



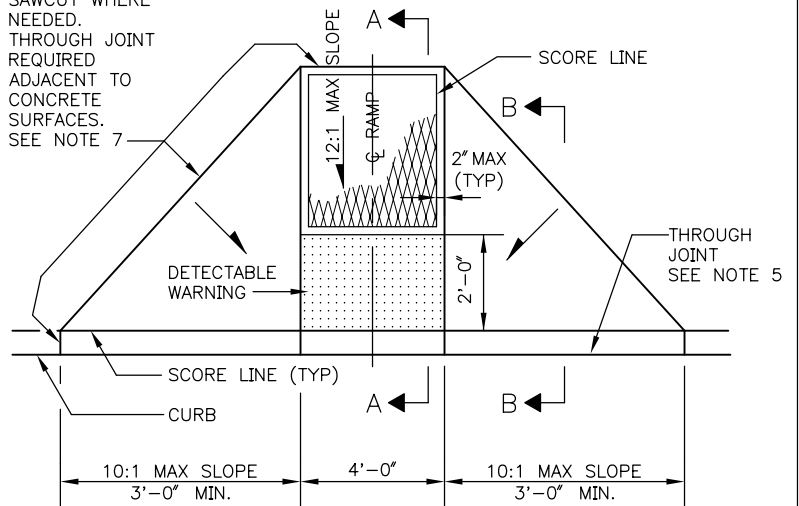
SECTION A-A

CURB MONOLITHIC WITH RAMP.
NEW PAVEMENT BLOCKED OUT FULL DEPTH.
EXISTING PAVEMENT REMOVED AT FACE OF CURB



SECTION B-B

SAWCUT WHERE
NEEDED.
THROUGH JOINT
REQUIRED
ADJACENT TO
CONCRETE
SURFACES.
SEE NOTE 7



NOTES:

- TWO CURB RAMPS SHALL BE INSTALLED AT EACH CORNER UNLESS DIRECTED OTHERWISE BY SDOT. SEE STD PLAN NO 422b.
- CURB RAMPS SHALL BE CONSTRUCTED WITH COMPANION RAMPS ON OPPOSITE SIDES OF THE STREET UNLESS DIRECTED OTHERWISE BY SDOT
- WHERE CURB IS INSTALLED AT A LOCATION WITH NO SIDEWALK, CURB SHALL BE DEPRESSED FOR FUTURE CURB RAMP INSTALLATION.
- TYPE 422a CURB RAMP SHALL BE USED. HOWEVER IF NOT FEASIBLE, THEN TYPE 422b CURB RAMP MAY BE INSTALLED WITH THE APPROVAL OF SDOT
- NEW PAVEMENT SHALL BE BLOCKED OUT FULL DEPTH. EXISTING PAVEMENT SHALL BE REMOVED AT THE FACE OF THE CURB.
- MIN DISTANCE BETWEEN ADJACENT CURB RAMPS SHALL BE 3'-0".
- CURB RAMPS SHALL BE ISOLATED FROM ALL OTHER CONCRETE BY THROUGH JOINTS.
- RAMPS SHALL HAVE A COARSE TEXTURED SURFACE OBTAINED WITH A 3/4" 9-11 FLATTENED EXPANDED METAL MESH BEING PRESSED INTO THE STILL FRESH CONCRETE. THE LONG AXIS OF THE DIAMOND PATTERN SHALL BE ALIGNED WITH THE SLOPE OF THE RAMP.
- ADDITIONAL SIDEWALK PAVING MAY BE NECESSARY IN THE PLANTING STRIP OR AT THE BACK OF SIDEWALK TO ACCOMMODATE ACCESS TO THE RAMP. A MINIMUM 4'-0"x5'-0" 2% GRADE LANDING SHALL BE PROVIDED AT THE TOP OF RAMP ON TYPE 422a.
- THE SIDEWALK THICKENED EDGE SHALL BE CONTINUED THROUGH BOTH WINGS ON TYPE 422a AND BOTH RAMPS ON TYPE 422b. SEE STD. PLAN NO 420.
- THE WINGS ON TYPE 422a SHALL HAVE A SLIGHTLY BRUSHED FINISH PARALLEL TO THE CURB.
- MIN LATERAL CLEARANCE FROM INLETS, POLES, HYDRANTS AND OTHER ABOVE GROUND OBSTACLES SHALL BE 1'-0" MINIMUM FROM THE SCORED AND THE DETECTABLE WARNING PORTIONS OF THE CURB RAMP.
- INLETS SHALL BE SO LOCATED THAT GUTTER FLOW DOES NOT FLOW PAST THE CURB RAMP.
- DETECTABLE WARNING SURFACE BE "CITY OF SEATTLE SAFETY YELLOW", AND SHALL BE LOCATED 6 INCHES OF THE CURB FACE. SEE STD SPEC SEC 8-3(7)A.
- CURB RAMP SHALL BE PERPENDICULAR TO THE CURB.
- THE RAMP PORTION OF THE TYPE 422a CURB RAMP SHALL BE WHOLLY CONTAINED WITHIN THE MARKED CROSSING (SEE STD PLAN NO. 422b)

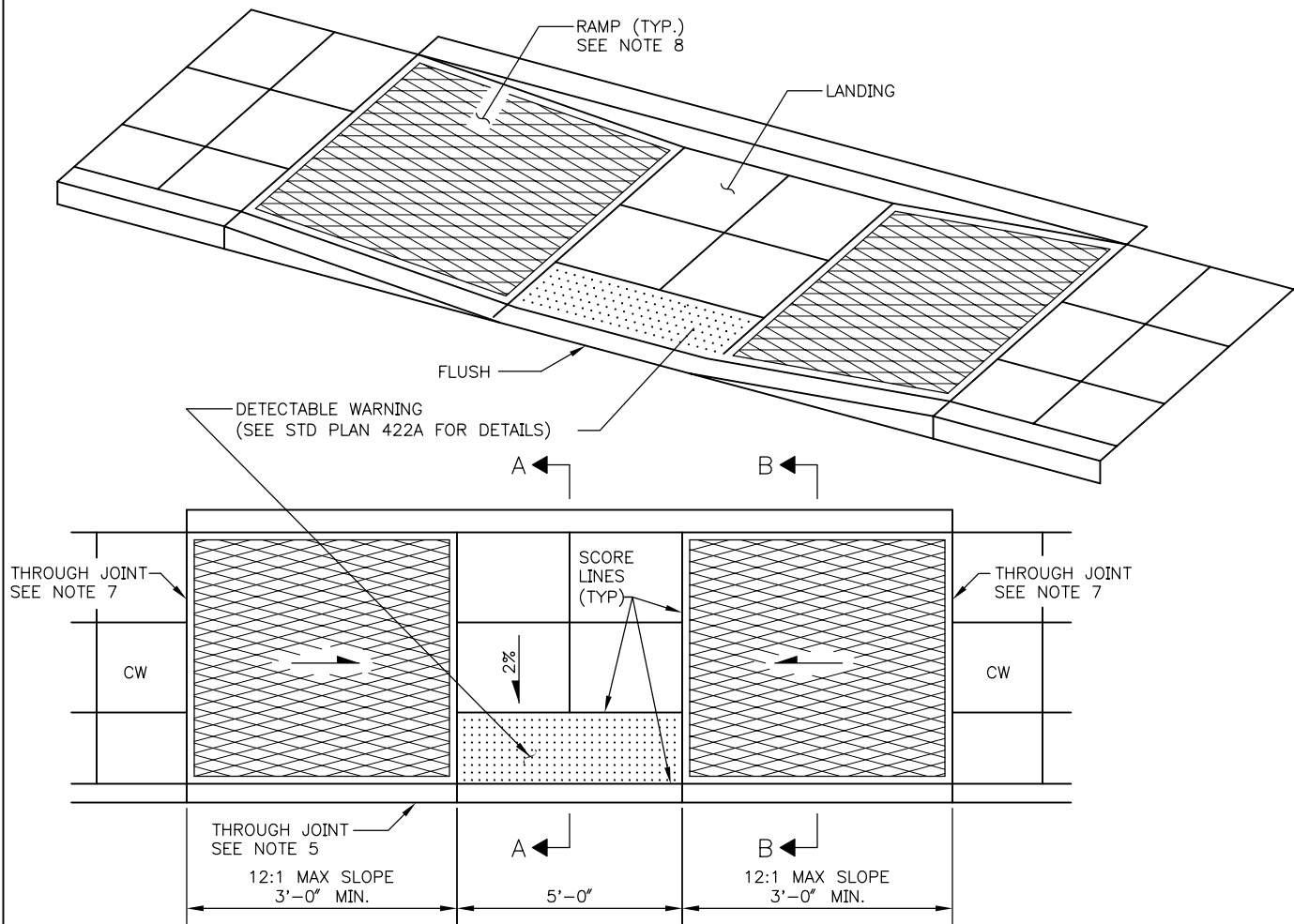
REF STD SPEC SEC 8-14



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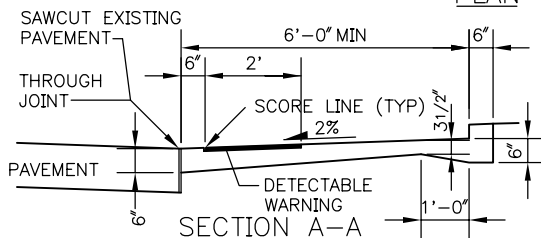
NOT TO SCALE

CURB RAMP DETAILS

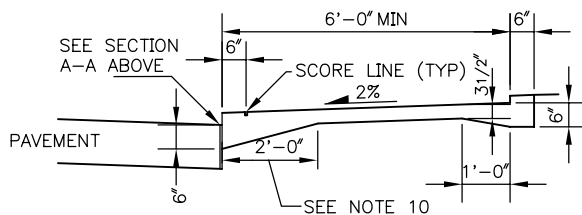


THE LANDING PORTION OF THE TYPE 422b CURB RAMP SHALL BE WHOLLY CONTAINED WITHIN THE MARKED CROSSING

PLAN

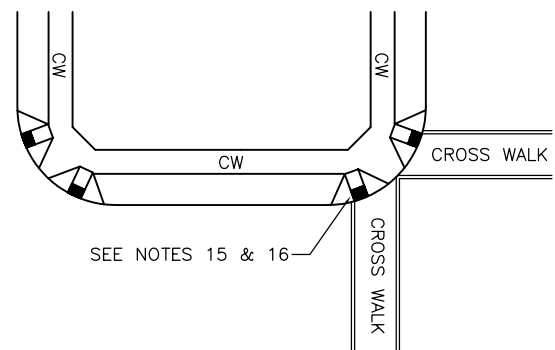


CURB MONOLITHIC WITH RAMP. NEW PAVEMENT BLOCKED OUT FULL DEPTH. EXISTING PAVEMENT REMOVED AT FACE OF CURB



SECTION B-B

SEE STD PLAN NO 422a FOR NOTES



TYPICAL CURB RAMP LOCATIONS

REF STD SPEC SEC 8-14

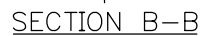
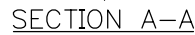
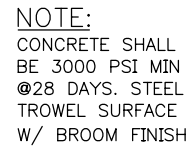


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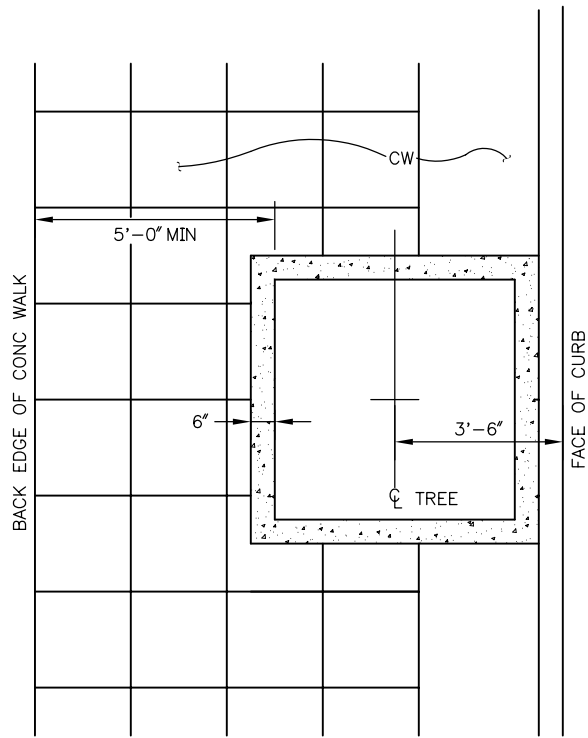
NOT TO SCALE

CURB RAMP DETAILS

REV DATE: 2003



BUS SHELTER FOOTING



- TREE PIT DIMENSIONAL REQUIREMENTS:
- 24 SQ FT MIN TREE PIT SIZE
 - 3'-6" MIN REQ'D BETWEEN TREE C & FACE OF CURB
 - 2'-0" MIN REQ'D BETWEEN TREE C & CONC SIDEWALK
 - 5'-0" MIN CONC WALKING SURFACE

NOTE:
INSTALLATIONS REQUIRING LESS THAN STANDARD MIN CLEARANCES SHALL BE ALLOWED ONLY WITH SPECIFIC APPROVAL BY SEATTLE TRANSPORTATION

FOR ADDITIONAL SIDEWALK SCORING REQUIREMENTS SEE STD PLAN NO 420

REF STD SPEC SEC 8-02 & 8-14



City of Seattle

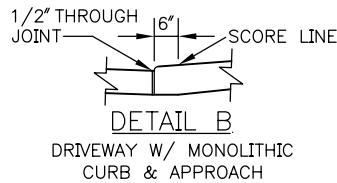
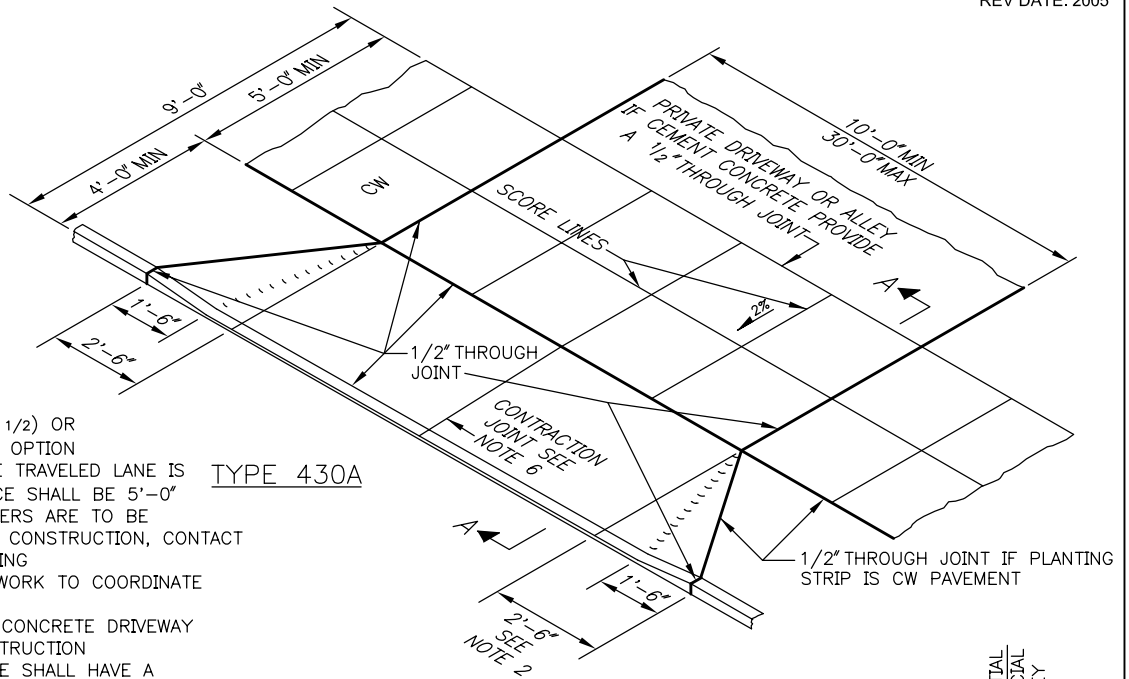
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TREE PIT DETAIL

NOTES:

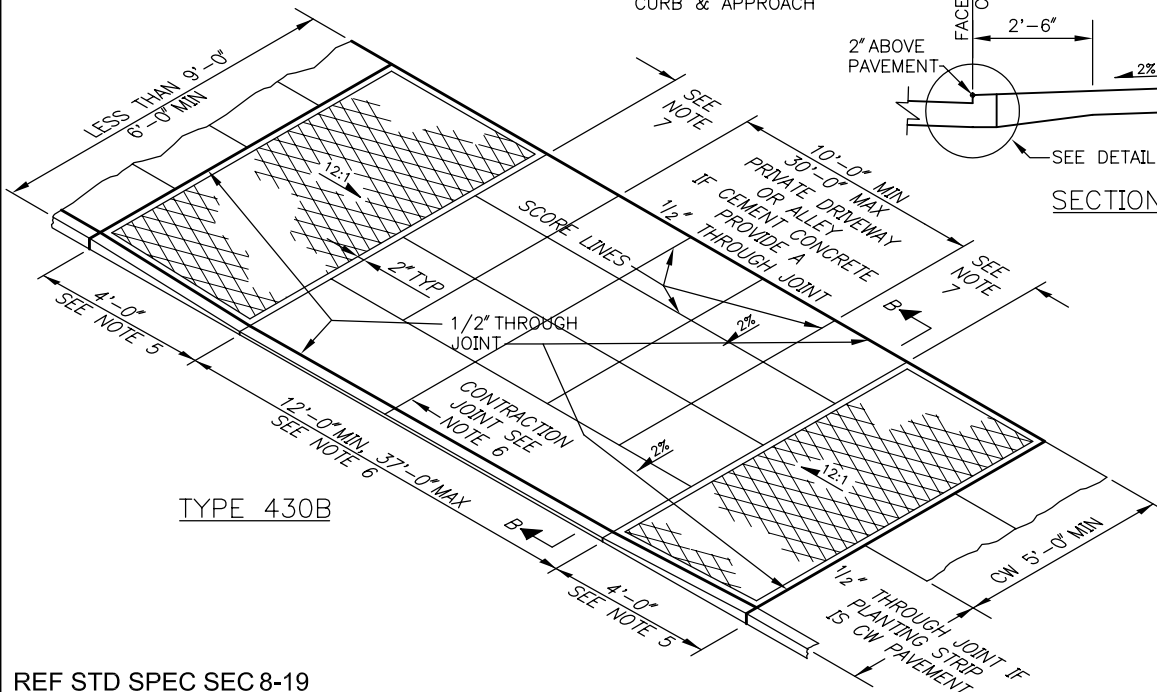
1. CONCRETE SHALL BE CL 6 (1 1/2) OR CL 6 (3/4) AT CONTRACTOR'S OPTION
2. ON ARTERIAL STREETS WHERE TRAVELED LANE IS NEXT TO CURB, THIS DISTANCE SHALL BE 5'-0"
3. WHEN EXISTING PARKING METERS ARE TO BE REMOVED FOR NEW DRIVEWAY CONSTRUCTION, CONTACT SDOT A MINIMUM OF 2 WORKING DAYS PRIOR TO SCHEDULED WORK TO COORDINATE REMOVAL OF METER HEADS
4. REF STD PLAN NO 431 FOR CONCRETE DRIVEWAY PLACED WITH SIDEWALK CONSTRUCTION
5. THE RAMP SECTION CONCRETE SHALL HAVE A COARSE TEXTURED SURFACE OBTAINED BY A 3/4" 9-11 FLATTENED EXPANDED METAL MESH BEING PRESSED INTO THE STILL FRESH CONCRETE. THE LONG AXIS OF THE DIAMOND PATTERN SHALL BE ALIGNED WITH THE SLOPE OF THE RAMP
6. DRIVEWAY WIDTH GREATER THAN 15'-0" SHALL HAVE A TRANSVERSE CONTRACTION JOINT AT OR NEAR CENTER
7. THIS DISTANCE IS 1'-0", HOWEVER ON ARTERIALS AND COMMERCIAL STREETS WHERE THE LANE OF TRAVEL IS ADJACENT TO CURB THIS DISTANCE SHALL BE 3'-6"

TYPE 430A



SECTION A-A

SECTION B-B



TYPE 430B

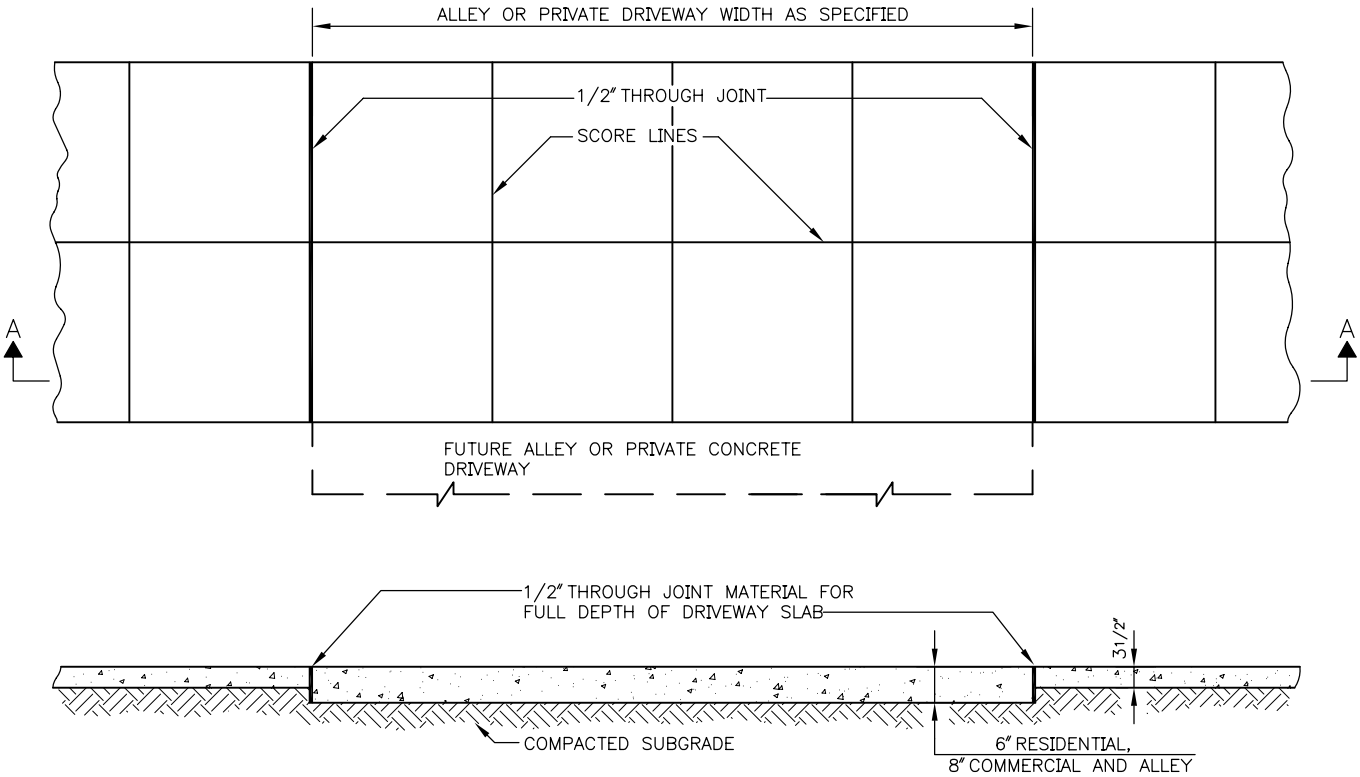
REF STD SPEC SEC 8-19



City of Seattle

NOT TO SCALE

TYPE 430 DRIVEWAY



SECTION A-A

- NOTES:
- 1. DRIVEWAY WIDTH GREATER THAN 15'-0" SHALL HAVE TRANSVERSE CONTRACTION JOINT AT ITS CENTER
 - 2. DRIVEWAY CONCRETE SHALL BE CLASS 6(3/4) OR 6(1 1/2) AT CONTRACTOR'S OPTION
 - 3. SIDEWALK CONCRETE SHALL BE CLASS 5(3/4)

REF STD SPEC SEC 8-14 & 8-19



NOT TO SCALE

CONCRETE DRIVEWAY PLACED WITH SIDEWALK CONSTRUCTION

REV DATE: 2005



1. FLIGHTS OF STAIRS SHOULD BE SHORT (MAX 20 STEPS PER FLIGHT BEFORE A LANDING IS REQUIRED)
2. AVOID FEWER THAN 2 STEPS PER FLIGHT
3. STEPS IN FLIGHT MUST HAVE UNIFORM TREAD RUNS AND UNIFORM RISER HEIGHTS WITH TOLERANCE OF $\pm 3/8"$
4. TREADS SHALL BE 11" MIN, 12" MAX. RISERS SHALL BE 5" MIN, 7" MAX
5. LANDINGS BETWEEN FLIGHTS OF STEPS MUST HAVE SAME WIDTH AS STEPS AND A MIN LENGTH OF 4'-0"
6. FLIGHTS OF 4 OR MORE STEPS SHALL HAVE HANDRAILS ON BOTH SIDES
7. HANDRAILS SHALL BE CONTINUOUS ACROSS LANDINGS BETWEEN FLIGHTS OF STEPS
8. HANDRAILS SHALL BE GALVANIZED AFTER FABRICATION
9. PIPE MATERIAL SHALL BE ASTM A53
10. REINFORCING STEEL SHALL BE ASTM A615 GR 60
11. FOR FORMAL DRAINAGE PICK-UP SEE DETAIL B ON STD PLAN NO. 440b
(THIS IS OPTIONAL AND MUST BE CALLED OUT ON DRAWINGS)
12. PIPE DIAMETERS SHOWN ARE "NOMINAL" DIAMETERS AS GIVEN IN AMERICAN INSTITUTE OF STEEL CONSTRUCTION MANUAL
13. CONCRETE CLASS CL6(3/4)

REF STD SPEC SEC 8-18



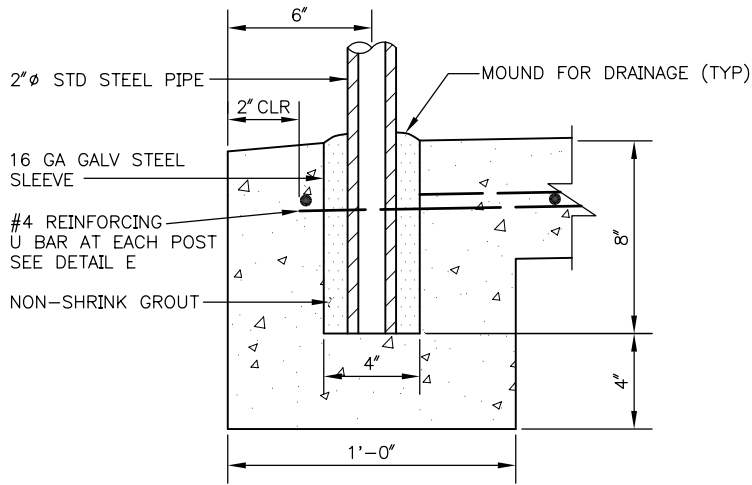
City of Seattle

NOT TO SCALE

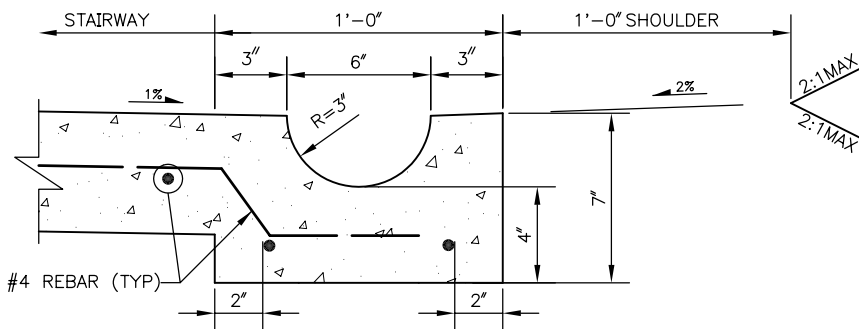
CEMENT CONCRETE
STAIRWAY & HANDRAIL

STANDARD PLAN NO 440b

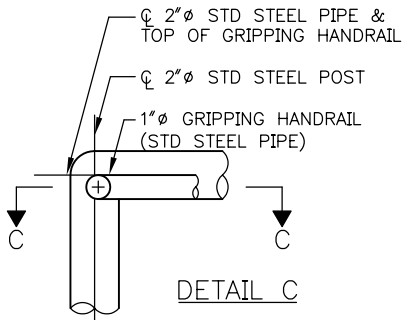
REV DATE: 2003



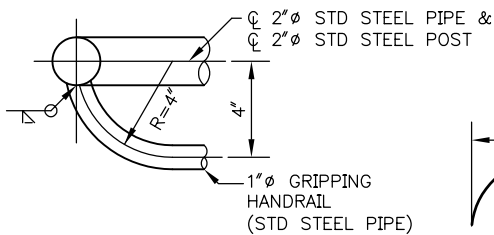
DETAIL A



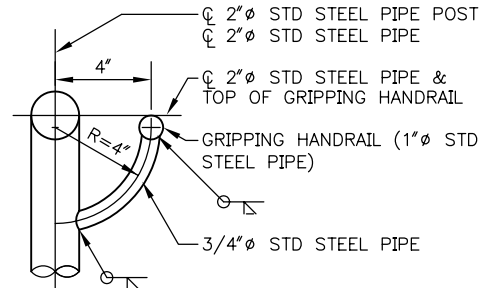
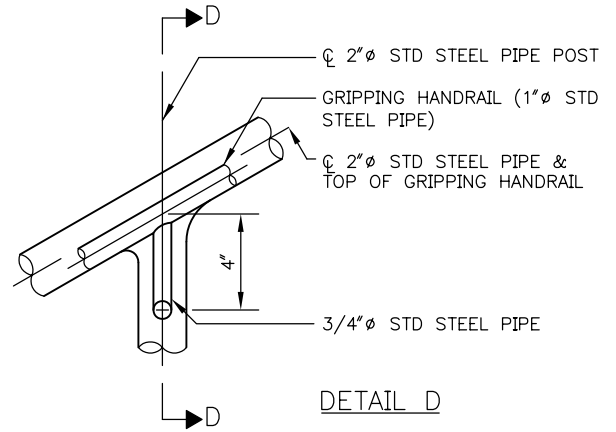
DETAIL B
SEE NOTE 11 ON STD
PLAN NO 440a



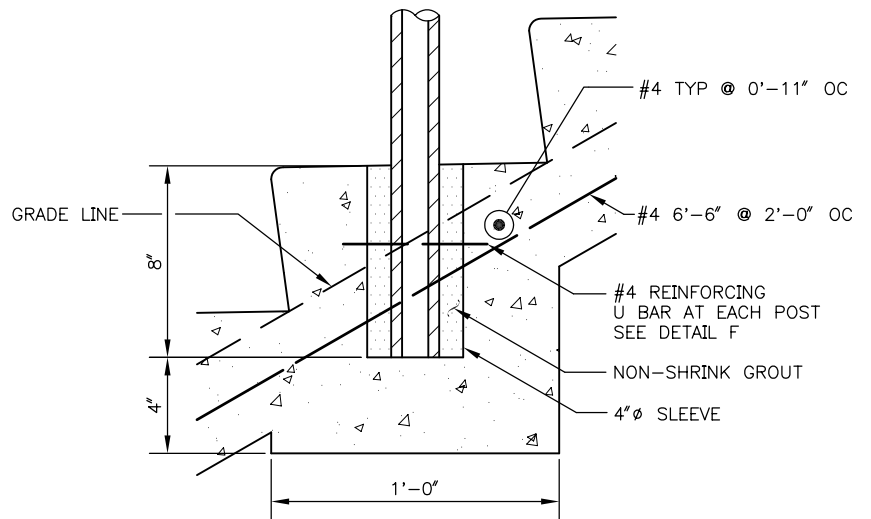
DETAIL C



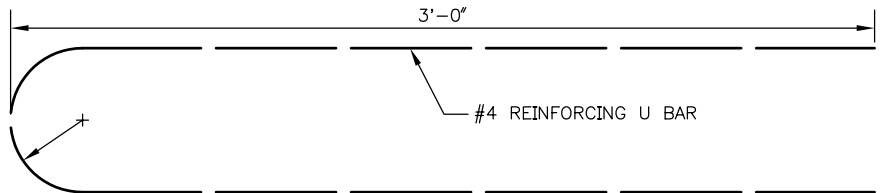
SECTION C-C



SECTION D-D



DETAIL E



DETAIL F

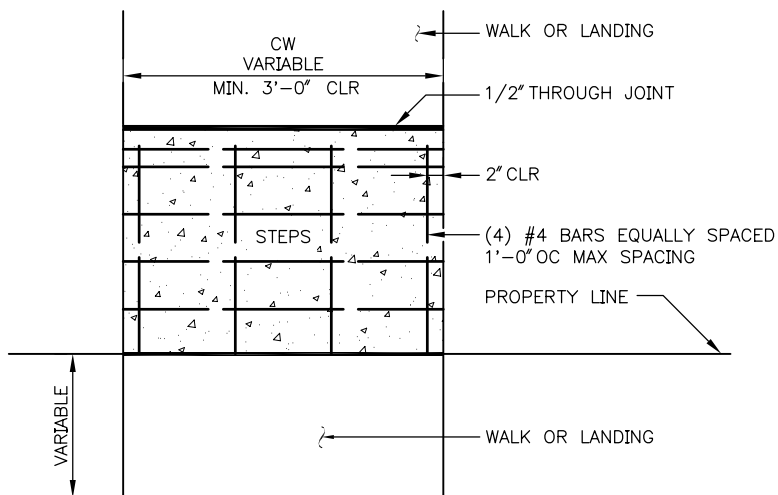
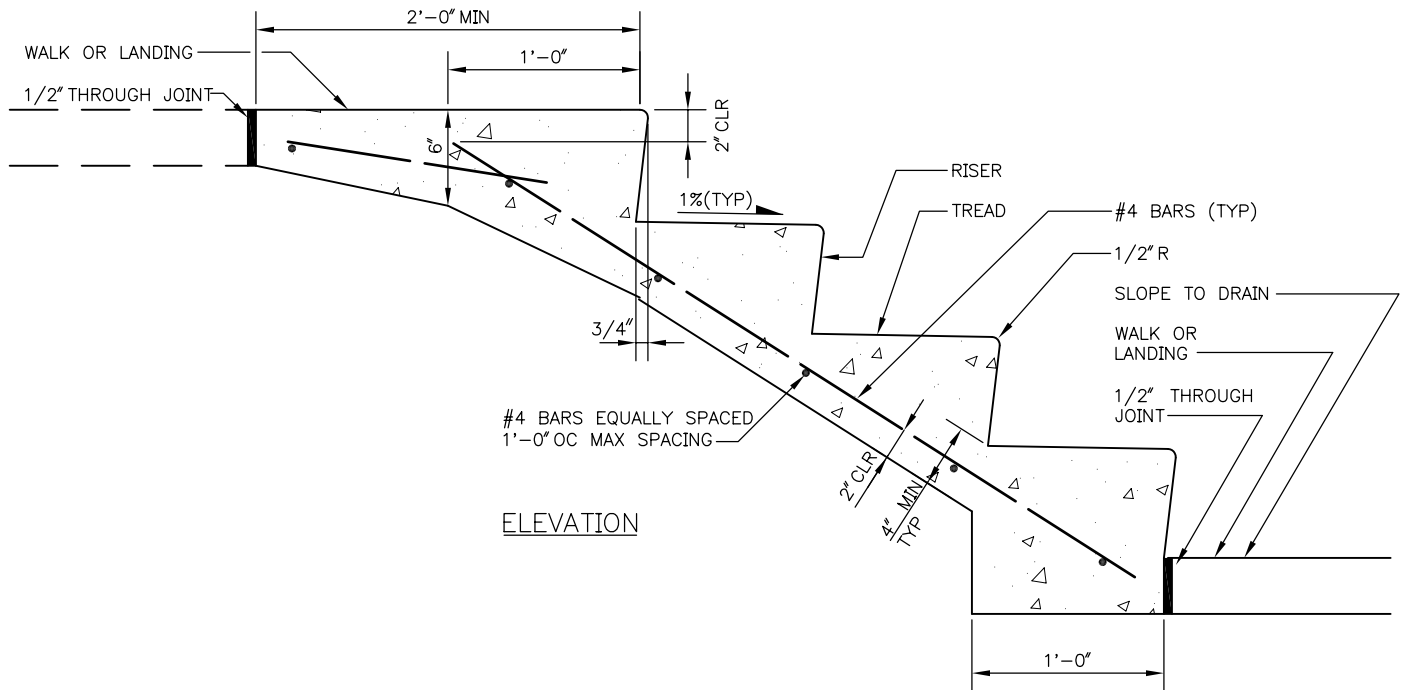
REF STD SPEC SEC 8-18



City of Seattle

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CEMENT CONCRETE
STAIRWAY & HANDRAIL

**NOTES:**

1. CEMENT CONCRETE SHALL BE CL 6 (3/4) TROWEL FINISH
2. NUMBER OF STEPS SHALL SUIT INDIVIDUAL CONDITIONS WITH UNIFORM TREAD AND RISER DIMENSIONS AS FOLLOWS:
TREADS SHALL BE 11" MIN - 1'-0" MAX
RISERS SHALL BE 5" MIN - 7" MAX
3. STEP WIDTH SHALL MATCH WIDTH OF EXISTING WALK, BUT SHALL BE NO LESS THAN 2'-6" WIDE
4. STEPS WITH 4 OR MORE RISERS MUST INCLUDE HANDRAIL. SEE STD PLAN NO 440
5. REINFORCING STEEL ASTM A 615 GR 60
6. TREAD SLOPES OUTWARD @ 1%

REF STD SPEC SEC 8-18

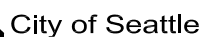


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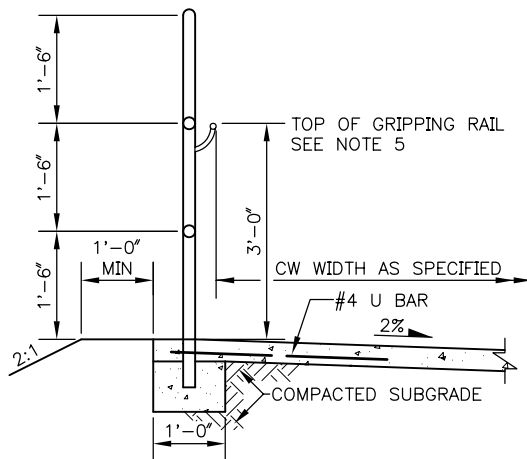
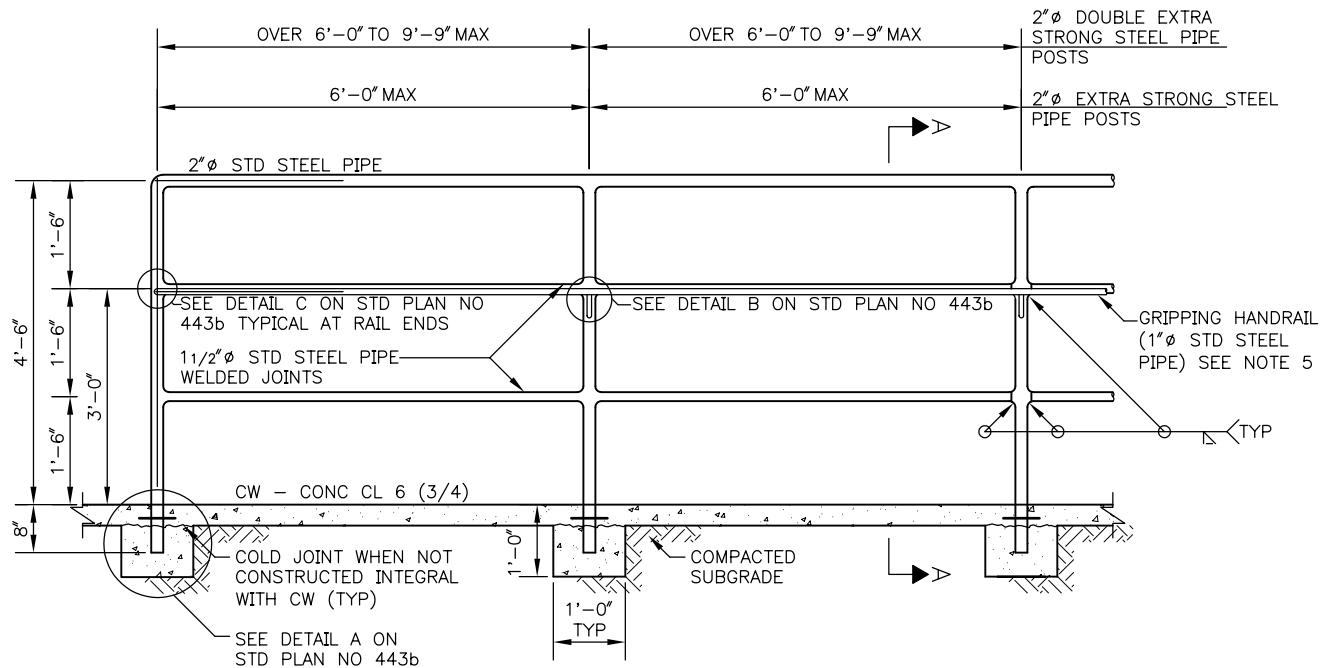
NOT TO SCALE

CEMENT CONCRETE STEPS

REV DATE: 2003



STEEL PIPE HANDRAIL



SECTION A-A

NOTES:

1. RAILING SHALL BE HOT DIP GALVANIZED AFTER FABRICATION
2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO GRADE
3. PIPE MATERIAL SHALL CONFORM TO ASTM A53
4. REINFORCING STEEL ASTM A615 GR 60
5. IF THE CONCRETE WALK SLOPE IS 5% OR GREATER A GRIPPING HANDRAIL IS REQUIRED
6. PIPE DIAMETERS SHOWN ARE "NOMINAL" DIAMETERS AS GIVEN IN AMERICAN INSTITUTE OF STEEL CONSTRUCTION MANUAL

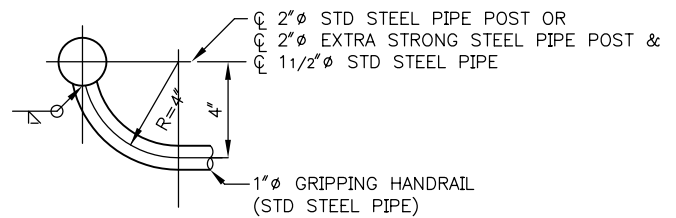
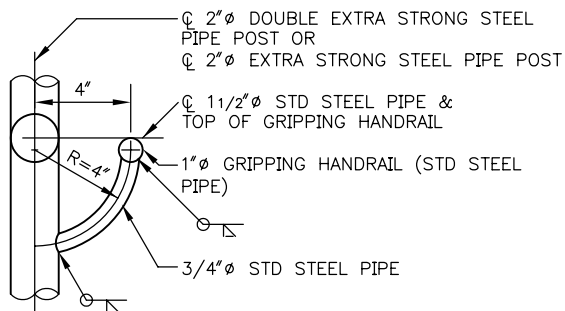
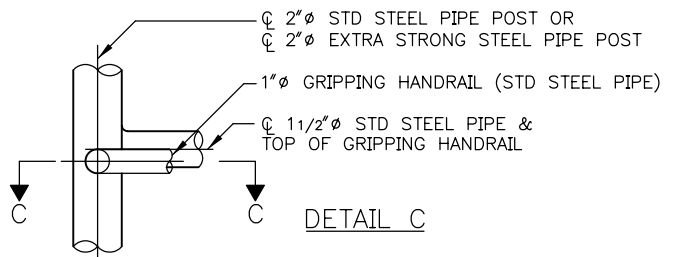
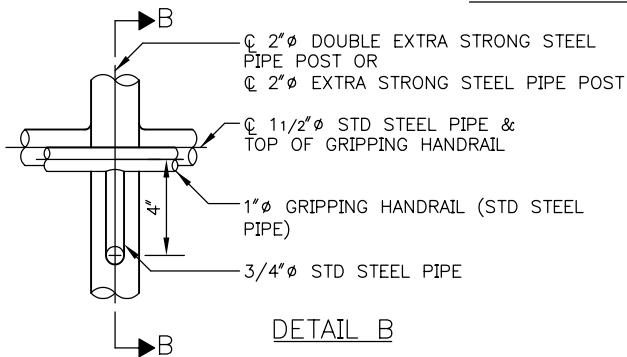
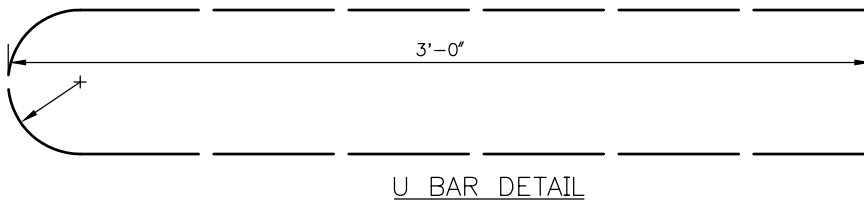
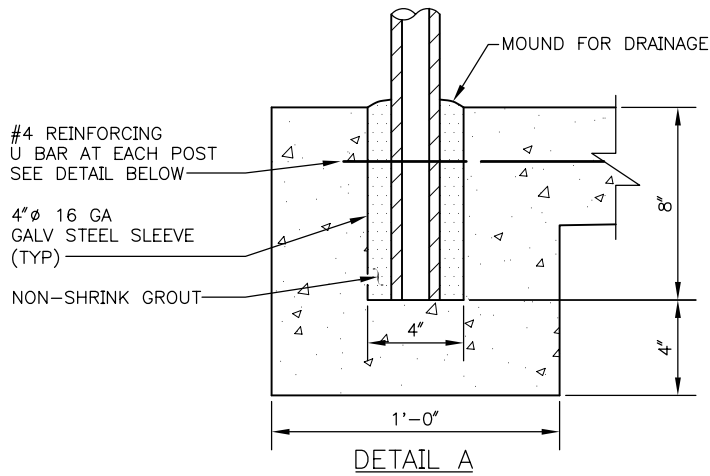
REF STD SPEC SEC 8-18



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NOT TO SCALE

STEEL PIPE RAILING
FOR BIKE PATH



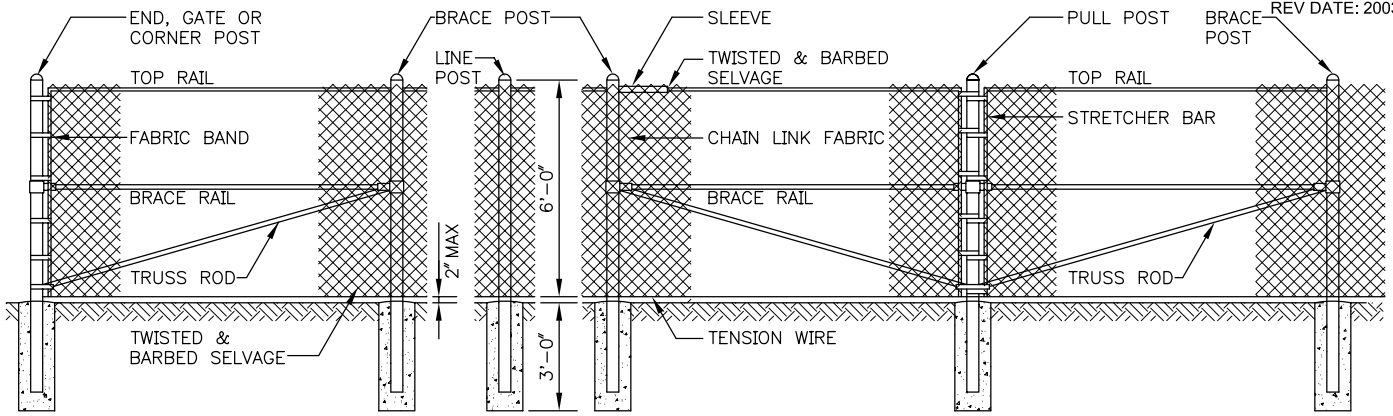
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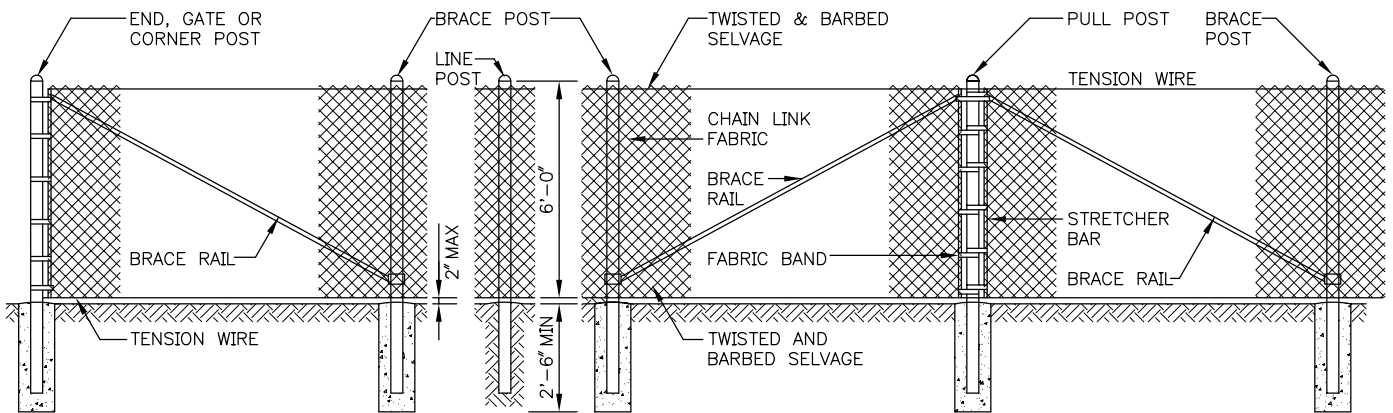
City of Seattle

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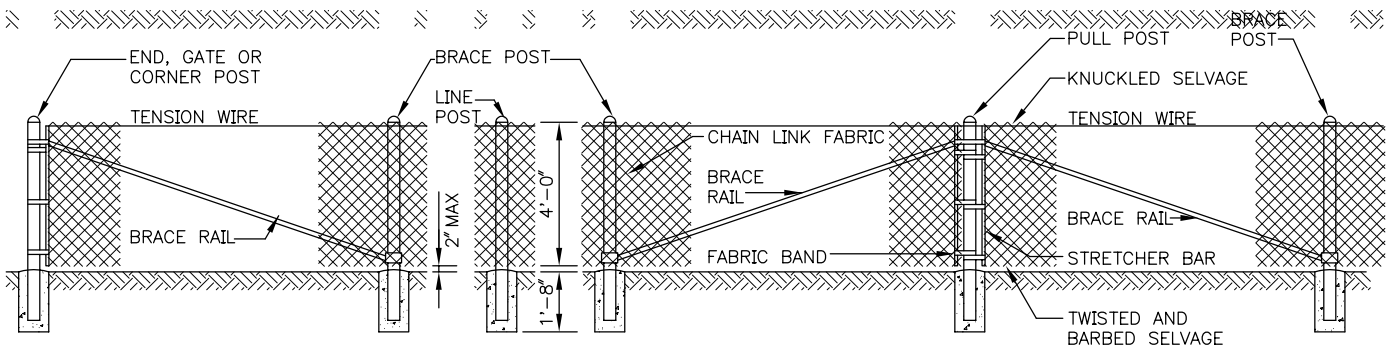
STEEL PIPE RAILING
FOR BIKE PATH



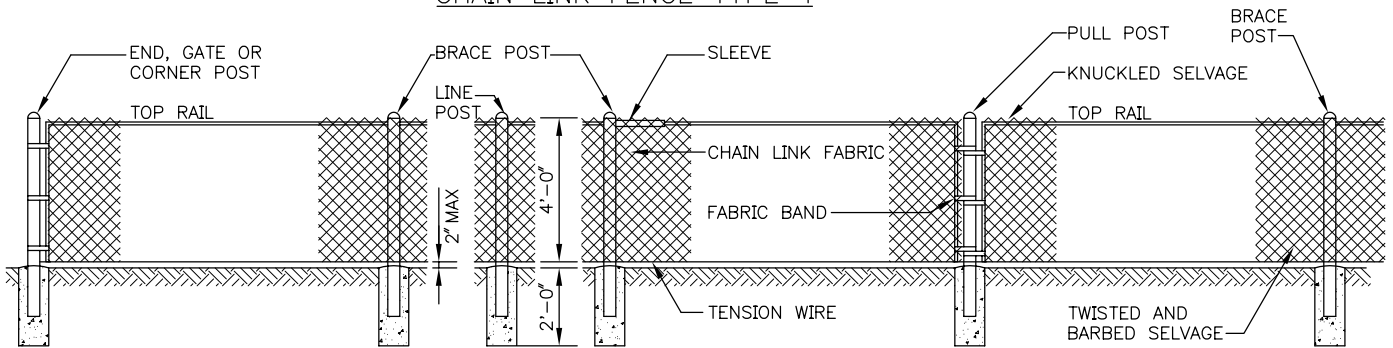
CHAIN LINK FENCE TYPE 1



CHAIN LINK FENCE TYPE 3



CHAIN LINK FENCE TYPE 4



CHAIN LINK FENCE TYPE 6

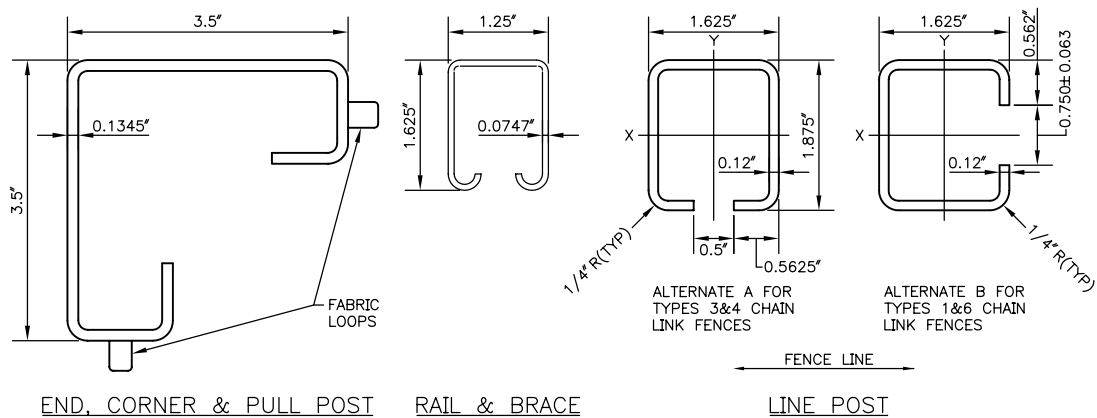
REF STD SPEC SEC 8-12



City of Seattle

NOT TO SCALE

CHAIN LINK FENCE



ROLL FORMED SECTIONS

TYPE	MEMBER									
	BRACE RAIL & TOP RAIL					LINE & BRACE POST				
	ROUND		H-COLUMN		ROLL FORMED		ROUND		H-COLUMN	
	ID PIPE INCHES	WEIGHT PER FT POUNDS	SIZE INCHES	WEIGHT PER FT POUNDS	SIZE INCHES	WEIGHT PER FT POUNDS	ID PIPE INCHES	WEIGHT PER FT POUNDS	SIZE INCHES	WEIGHT PER FT POUNDS
1	1.25	2.27	1.25X1.62	1.35	15/8X1 1/4	1.35	2	3.65	2 1/4	4.0
3							1 1/2	2.72	1 7/8	2.72
4							1 1/2	2.72	1 7/8	2.72
6			1.25X1.62	1.35			2	3.65	2 1/4	4.0
									15/8X1 7/8	2.34
									15/8X1 7/8	2.34

TYPE	MEMBER							
	END, CORNER & PULL POSTS				GATE POST		ALL POSTS	
	ROUND		ROLL FORMED		ROUND		LENGTH	
	ID PIPE INCHES	WEIGHT PER FT POUNDS	SIZE INCHES	WEIGHT PER FT POUNDS	ID PIPE INCHES	WEIGHT PER FT POUNDS		
1	2 1/2	5.79	3 1/2X	5.14	3 1/2	9.1	8'-8"	
3	2	3.65					8'-8"	
4	2	3.65					5'-6"	
6	2 1/2	5.79					5'-6"	

- NOTES:
1. ALL CONCRETE POST BASES SHALL BE 10" MINIMUM DIAMETER, CL 5 (1 1/2)
 2. POSTS SHALL BE SPACED AT 10'-0" MAXIMUM INTERVALS UNLESS OTHERWISE DIRECTED BY THE ENGINEER
 3. TOP OR BOTTOM TENSION WIRES SHALL BE PLACED WITHIN THE LIMITS OF THE FIRST FULL FABRIC WEAVE
 4. THE ILLUSTRATIVE DETAIL SHOWN HEREON SHALL NOT BE CONSTRUED AS LIMITING TO HARDWARE DESIGN OR POST SELECTION FOR ANY PARTICULAR FENCE TYPE
 5. CONCRETE OR GROUT AROUND POST AT GROUND LINE SHALL BE MOUNDED FOR DRAINAGE

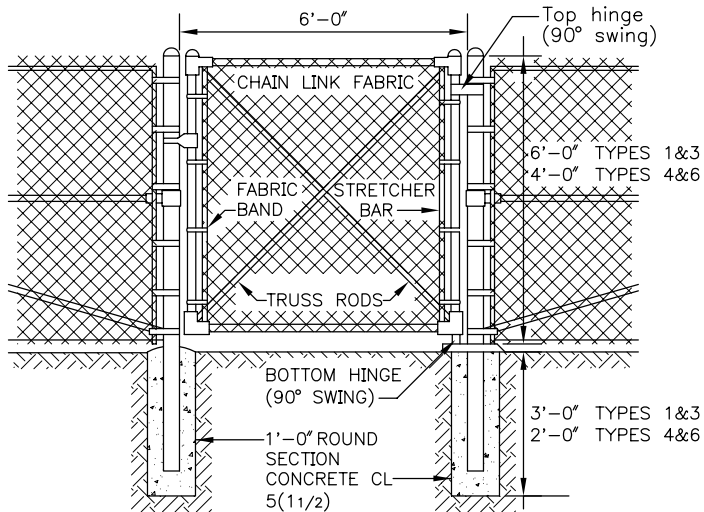
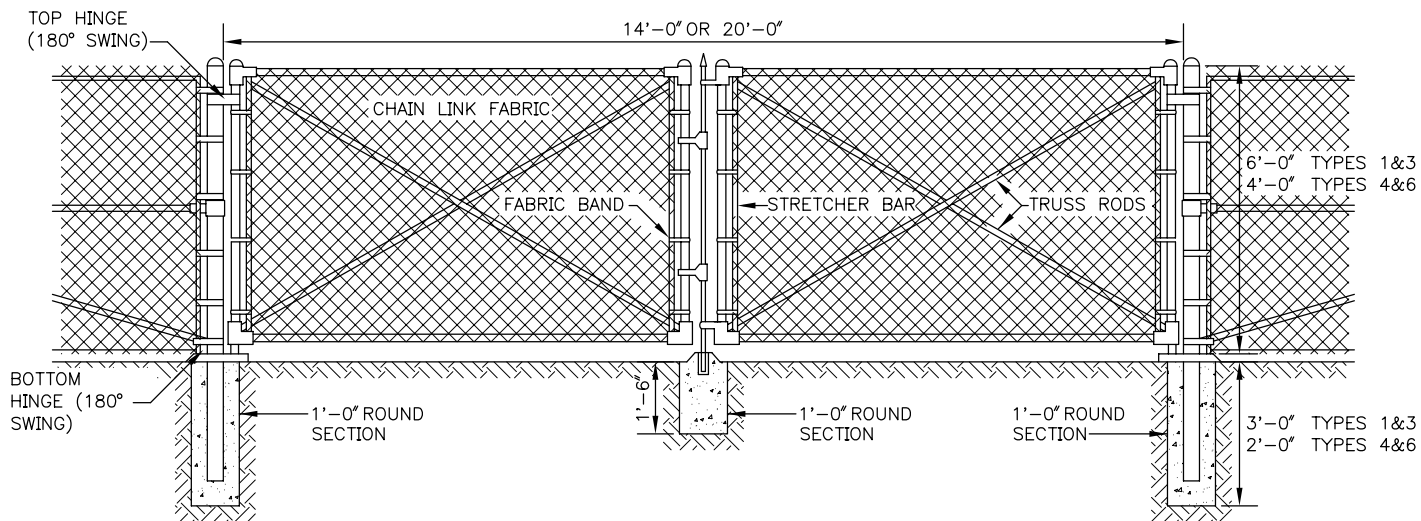
REF STD SPEC SEC 8-12



City of Seattle

NOT TO SCALE

CHAIN LINK FENCE



NOTES:

1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG TOP EDGE FOR TYPES 4&6 CHAIN LINK FENCE INSTALLATIONS
2. MINIMUM POST LENGTH:
TYPES 1&3: 8'-8"
TYPES 4&6: 5'-6"
3. CONCRETE OR GROUT AROUND POST AT GROUND LINE SHALL BE MOUNDED FOR DRAINAGE

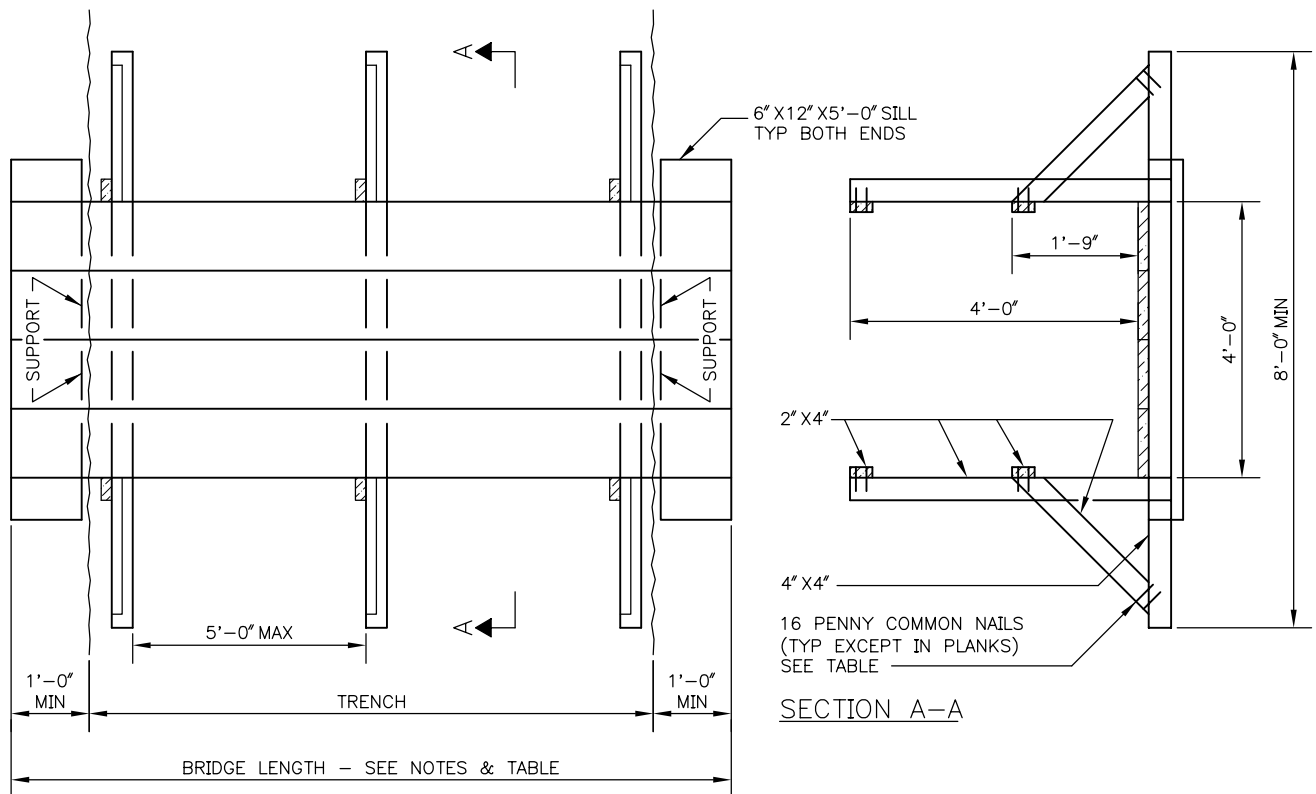
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City of Seattle

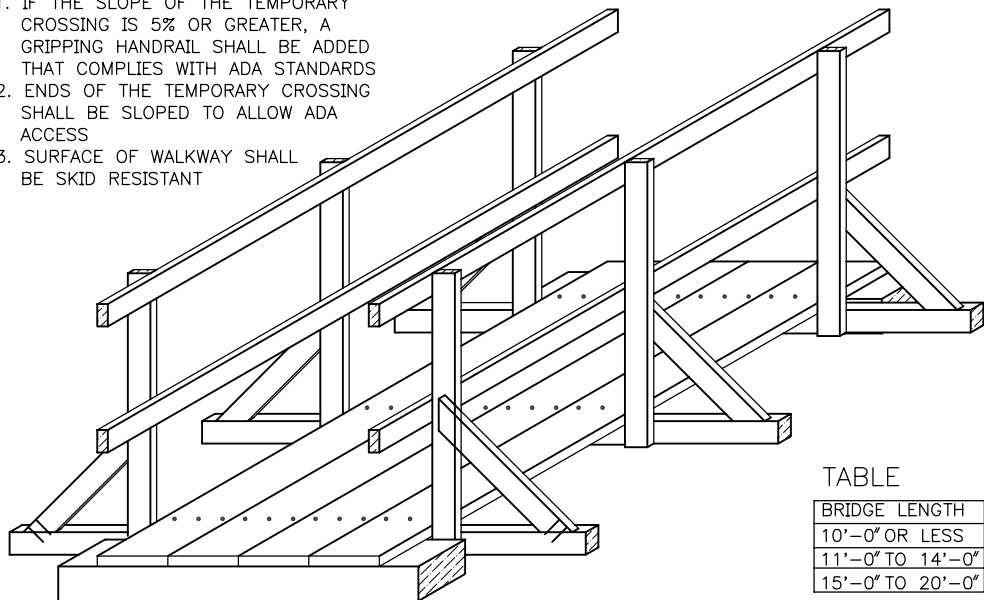
NOT TO SCALE

CHAIN LINK GATES



NOTE:

1. IF THE SLOPE OF THE TEMPORARY CROSSING IS 5% OR GREATER, A GRIPPING HANDRAIL SHALL BE ADDED THAT COMPLIES WITH ADA STANDARDS
2. ENDS OF THE TEMPORARY CROSSING SHALL BE SLOPED TO ALLOW ADA ACCESS
3. SURFACE OF WALKWAY SHALL BE SKID RESISTANT



TABLE

BRIDGE LENGTH	PLANK SIZE	NAIL SIZE
10'-0" OR LESS	2" X 12"	20 PENNY
11'-0" TO 14'-0"	3" X 12"	40 PENNY
15'-0" TO 20'-0"	4" X 12"	60 PENNY

LUMBER: DOUGLAS FIR #2 OR BETTER
POSTS & RAILS S4S
PLANKS - ROUGH

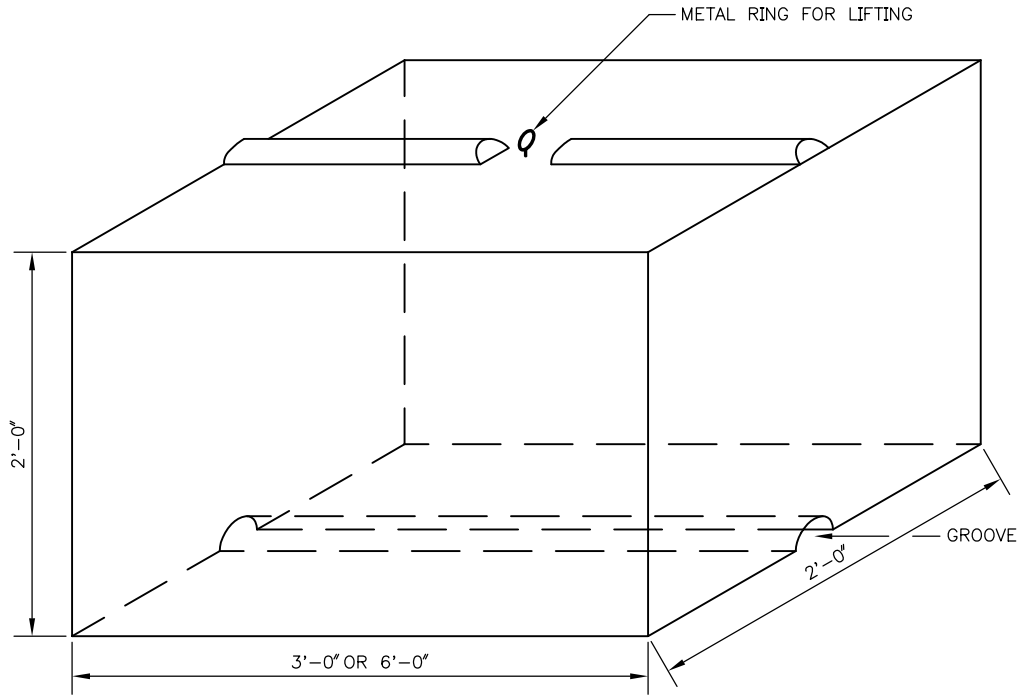
REF STD SPEC SEC 1-07.23



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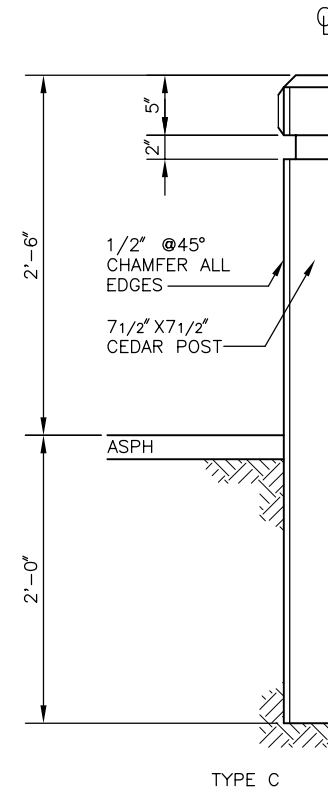
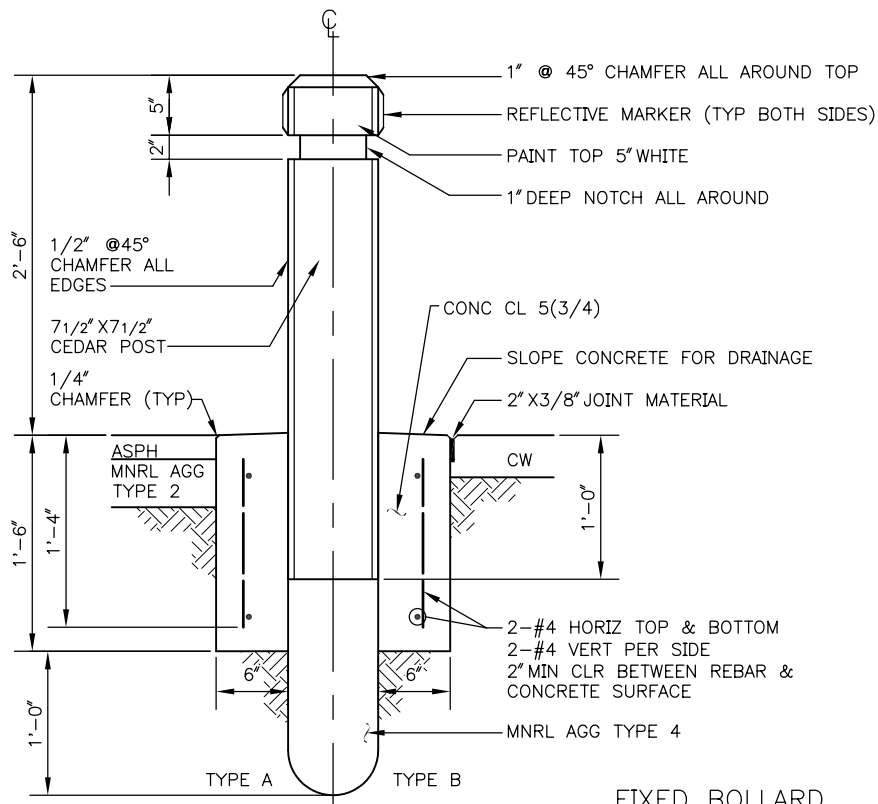
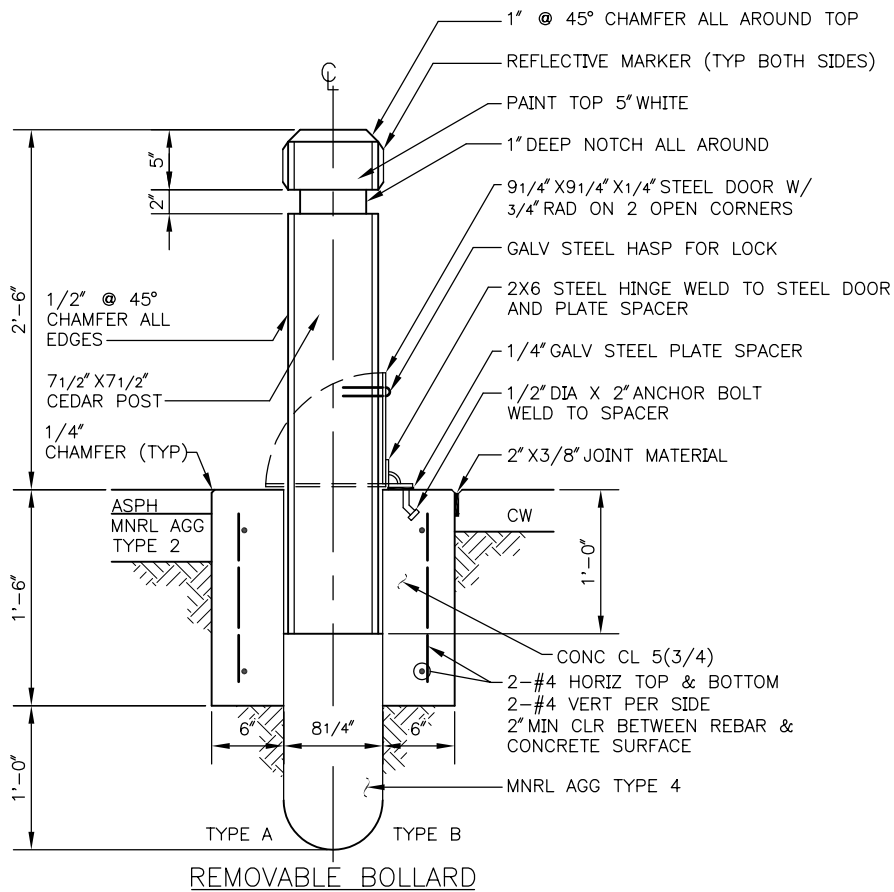
NOT TO SCALE

TEMPORARY PEDESTRIAN
WALKWAY



CONCRETE TONGUE & GROOVE BLOCK





REF STD SPEC SEC 8-02



City of Seattle

NOT TO SCALE

FIXED & REMOVABLE WOOD BOLLARD